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### SCOTTISH LETTER. GLASGOW'S WAR CENOTAPH. THE LESSON OF SACRIFICE.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, June 4th

The men and women of our generation will carry to the grave in their own hearts the greatest of all memorials to our brave kinsmen who fought and died for us. How can we forget them, who saw their sacrifice? But, that the world may know our reverence and gratitude, and that those who came after us may bear their memory in honour and learn from their example, we set up this Memorial of Stone. The purpose and significance of the Cenotaph in George Square erected by the people of Glasgow in memory of their fellow-citizens who gave their lives in the war could not be better expressed than in those simple and eloquent words, spoken by Field-Marshal Earl Haig in performing the unveiling ceremony. The cenotaph occupies a central position, is in George Square, and stands immediately in front of Glasgow City Chambers. It has been erected to the design of Sir John J. Burnt, A.R.S.A., is of artistic outline and noble proportions, the proportions of a nature being simplicity. It consists of a small court, the centre of which is occupied by a great slab of granite bearing a palm leaf and the word "Peace." On the east side, and interrupting the surrounding walls, a cenotaph rises to the height of 22 feet, and immediately west of it the Great Stone of Remembrance is placed, with the words carved in front, "Their Name Liveth for Evermore." The cenotaph itself is finished in the form of a sarcophagus, the whole work being carried out in granite, highly finished, but without polish. The ceremony was the most impressive that has taken place at the centre of Glasgow's civic life. The simple and beautiful ceremony derived an overwhelming dignity from the tensely reverent behaviour of the vast crowd. It was a spontaneous expression of the profound emotion of all classes of the community. Since its unveiling the cenotaph has seen a continuous stream of people, with hardly a pause even through the night.

EARL HAIG IN GENERAL ASSEMBLY.

One of the most arresting incidents at the recent meeting of the General Assembly of the Church of Scotland was the appearance of Field-Marshal Earl Haig as one of the ruling elders in a deputation from the Scottish Presbyterian Churches in England. It was asked what would our great-grandfathers have felt if, six years after Waterloo, the Duke of Wellington had appeared in the General Assembly and made a speech? And there stood the Field-Marshal who led armies to victory compared to which Wellington's were but handbills, in a black morning coat, speaking quietly of church bazaar realisation, £2,000—just as if the Somme was the course of his remarks. It was not going to suggest what the various reasons might be, it was an undoubted fact that Scottish men and women settled in very considerable numbers for longer or shorter periods in England, and especially in London. Their powers of adaptability were great, and to these powers, perhaps, they in no small measure owed their provincial success. In one direction their adaptability had its limits, and that was in religion; and with absence from Scotland, the passionate devotion of the Scotsman to the simpler and nobler forms of his real religion was intensified rather than diminished. Sir William Lano Mitchell, following Earl Haig, added another remarkable speech. "I am an old rotten Tory," confessed Sir William to a delighted audience. The Lord High Commissioner was a Labour member, and they fought against each other like tigers, but they both worked heart and soul for the Church of Scotland Bill in 1921. At this his Grace nodded a genial agreement.

EARL HAIG AND MASONRY.

Earl Haig has been admitted an hon. member of Lodge Canongate Kilwinning, a Lodge with which two other Field-Marshal, Lord Roberts and Lord Kitchener were also members.

SOCIALISM'S FIRST HONOURS LIST.

Except that the political element is almost entirely absent, the first list of honours conferred on the recommendation of a Socialist Prime Minister differs little from its predecessors. One of the Birthday Baronets of Mr. Ramsay MacDonald has a piquant local and personal flavour, although the honour is well deserved and would have been conferred by any Prime Minister of any party. It is that of Alexander Grant, head of the firm of McVitie and Price, biscuit bakers, Edinburgh. Some time ago Mr. Grant gave the sum of £100,000 required for the National Library of Scotland, thus enabling the Government to take over the Advocates' Library as an institution available to the people of Scotland. In the development of Forbes and Lossie, mouth he has taken a keen and practical interest, and has frequently gifted large sums on behalf of the Lossiemouth Golf course. And during the Prime Minister's recent visit to Edinburgh he was the guest of Mr. Grant.

The Knights include D. Y. Cameron, the eminent painter andetcher. W. Galloway, a native of Paisley, and a former Inspector of Mines. W. E. Sleight, Lord Provost of Edinburgh, who is in the motor and cycle business. John Lindsay, Town Clerk of Glasgow. And Robert Donald, a former Edinburgh journalist, at one time editor of the Daily Chronicle, during the war Director at the Ministry of Information, and at present Chairman of the Empire Press Union.

Mrs. Kennedy Fraser, who receives the C.B.E., is a daughter of the late David Kennedy, and took part with the other members of his family in those evenings of Scottish Song and Story which made his name famous throughout the English-speaking world. To the present generation she is known through her valuable

and very extensive research work in the department of folk music, particularly the Songs of the Hebrides.

TANNHILL'S THIRD JUBILEE.

Paisley has just celebrated the 130th anniversary of Robert Tannahill. His fame is not merely local, however, and his songs are much better known than he is himself. "Jessie, the Flower o' Dunblane," "Bonnie Wood o' Craigielea," "London's Bonnie Woods and Braes," "The Dusky Glen," "The Brise o' Rakquithier," "My Dear Helen Laddie," "The Lass o' Arranternie," "The Brigs o' Galloway," "Gloomy Winter's Goo Awa!" and many others are in every ear, but how few know that Tannahill was the author of them. Many cultured people when they are told this exclaim, "Oh, dear me, I know these songs well, but I did not know they were written by Tannahill; I have scarcely ever heard of him; I thought they were Burns's." This is the fate of most of our minor Scottish poets; for just as the sun renders all lesser lights invisible, so our National Poet's great brilliancy draws so much attention to himself that the smaller stars are scarcely noticed. To him that hath in abundance more is given, and from them that hath but little even that which they have is taken away. Yet no one was more anxious than Burns himself to make known his less-known brethren.

OBITUARY.

At Rowantree, Kilmun, on May 31st, Archibald Kerr, late of the China Navigation Co., of Hongkong and Shanghai, from the old course.

Probably the most "human" incident in the Amateur Golf Championship was when Wethered's ball was missing from the tee shot going to the fourth. It was well played and seen to land, but a spectator caught sight of a man hurrying away from the scene of the lie. There was a pursuit, and sure enough the proud "ander" had lifted the ball, believing it to be lost. There was a general laugh, and everyone agreed that he was a flier.

An outstanding character for the caricaturists is Dr. John MacCormack, a thin, wiry Irishman with a terrific punch in his shots. He is a kenspeckle figure in "minus" knickerbockers. Using a particularly long cigarette-holder, he smokes almost incessantly. He tried to move a boulder near the fifth and was mightily relieved to hear that he could pick up and play from two clubs' length distance. Many commiserations were extended to Willie Murray, the last of the Scots to go down at the golfing floodden. Murray carries with him a fearful legacy from the Great War, and it is a wonder that he can perform so satisfactorily on the links. No fewer than 13 operations were necessary to deal with a severe wound he received in the head, and a man who has undergone such an ordeal and reaches the semi-final of a Championship is something of a hero.

It is surprising how easy the attention can be diverted from the execution of a upset John Caven at an early stage. Another player was put off his stroke by a lady taking her handkerchief out of her bag. The Leuchars aeroplanes have deserted St. Andrew's for the week, although they can be seen and heard over Eden.

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KING & QUEEN of ROUMANIA at the  
BRITISH EMPIRE EXHIBITION.

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	\$ Cts.	\$ Cts.	\$ Cts.	\$ Cts.
DRESS CIRCLE	.50	.80	.60	1.20
1st CLASS STALLS	.30	.50	.40	.80
2nd CLASS STALLS	.20	.30	.30	.30
BOX (To Seat 6 Persons)	4.80	7.20	6.00	9.00

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## **THE FOUNDERS OF NEW YORK.**

Brussels last month celebrated the centenary of the foundation of New York. We may suspect, says *The Times*, that few people in England and not quite everyone in America knew that Belgium had any maternal interest in the matter. Famous names commemorate the Dutch pioneers of city and State, famous stories make us all familiar with the Dutch coloring in the old life of New York. But what has Belgium to do with the place? In 1624 Belgium was the Spanish Netherlands, and her great port of Antwerp was paralysed by the power of the Dutch Republic, and Belgian activity in colonisation or any other venture overseas was not conspicuous. Yet it is perfectly true that when Cornelius Jacobsen Mey sailed from Holland in the spring of 1624 with the first bold settlers who were to colonise the land about the Hudson river, most of the thirty families on his ship were Walloons. They were sturdy Protestants who had abandoned their homes to escape from the power of the Inquisition in the Spanish territory. The spirit of the wars of religion was still blazing across Europe. The long struggle which engulfed Germany for a hundred years was in its last throes. Most of the Walloons were ardent Catholics. Tilly, the ruthless general of the Empire, and some of the Emperor's best troops were of Walloon blood. But the history of our own country, with its "Walloon congregations" of French-speaking Protestants at Canterbury and Norwich, may remind us that the race was not all of one faith. So the foundation of New York, as of the New England States, may be ascribed to a Protestant or Puritan exodus from Europe. It is, of course, a gross historical error to imagine that America was made by the Pilgrim Fathers. Many of the States, and some of the most powerful, which united in the Declaration of Independence were completely free from and even hostile to the Puritan tradition. But the celebration at Brussels may serve to remind us how many kindred forces of resistance to authority and custom and insistence on individual freedom were brought into the formation of the United States and the character of the American people. The Walloon colony, indeed, soon passed out of the hands of the Dutch, ceased to be New Netherland, and became New York. In the struggle between Dutch and England in the late seventeenth century it changed hands more than once, but was left at last with English Government and under English law. But the mark of the first settlers long remained, and still is to be traced. How many people in England know that the Boverly preserves the name of the Boveries, or farms, of the colonists from the Netherlands?

## **SUPER-TAX PAYERS.**

The following details are supplied by the Financial Secretary to the Treasury to the latest issue of the Official Reports of Parliamentary Debates with regard to the number of individuals and total incomes assessed for Super-Tax in Great Britain and Northern Ireland for the year of assessment, 1922-23.

INCOMES		Number of Individuals	Total Income.
Exceeding	Not exceeding		
£	£		
2,000	2,500	18,756	44,729,621
2,500	3,000	13,917	38,444,931
3,000	4,000	16,477	57,324,396
4,000	5,000	9,236	41,569,582
5,000	6,000	5,910	32,538,487
6,000	7,000	4,009	29,930,465
7,000	8,000	2,783	22,887,270
8,000	10,000	2,658	21,801,250
10,000	15,000	4,246	20,374,503
15,000	20,000	1,768	20,374,503
20,000	25,000	913	20,374,503
25,000	30,000	514	13,987,553
30,000	40,000	507	19,217,038
40,000	50,000	291	12,974,853
50,000	75,000	278	16,665,005
75,000	100,000	137	10,776,263
100,000	—	137	26,671,371

Totals ..... 84,589 497,741,215  
Similar information for 1923-24, it is stated, if not available, but it is not anticipated that the distribution for that year will differ materially from that for 1922-23.  
The totals for 1921-22 were 89,602 individuals and £559,563,417, but then the whole of Ireland was included.

## **SAIGON RICE MARKET.**

The Compagnie de Commerce et de Navigation d'Extrême-Orient in their latest report, which is dated June 17th, state:

In consequence of a slight decline of ruling prices and freight rates, some sales in broken rice have been reported lately, but such transactions have had no influence on the market which remains unchanged. The total amount of rice exported from January 1st to June 2nd, 1924, is: 641,339 tons against 634,695 in 1923. We quote to-day white Saigon rice No. 2 sifted, Japan quality, Hongkong \$6.75 per picul, Loh. Saigon, for July to August shipment.

Messrs. Wm. G. Hale & Co., Ltd., of Saigon, in their circular dated June 16th, say:

During the last fortnight our market has been absolutely quiet, and except very small business with Japan and Europe to fill up vacant spaces of some steamers on berth, practically no transactions are to be reported. Market is, however, steady and prices do not recede at all, paddy being scarce. Market closes firm with very few sellers.

Now Crop.—There has been heavy rain during all the last fortnight, and it is reported that work is now advancing everywhere.

## **HONGKONG SHARE MARKET** CLOSING QUOTATIONS

July 27th, 1924.

Hongkong and Shanghai	\$1.47 1/2 b.
Canton Insurance	\$675 a.
Union Insurance	\$228 nominal
Hongkong Fire Insurance	\$375 b.
Douglas Steamships	\$375 b.
H. K. & M. Steamboats	\$375 b.
"Star" Ferries	\$38 b.
China Sugars	\$257 b.
Langkate (Combined)	\$19 b.
Kowloon Wharves	\$194 b.
Whampoa Docks	\$151 nominal
Shanghai Docks	\$194 nominal
Hongkong Wharves	\$196 b.
New Engineering	\$110 b.
Hongkong Lands	\$113 b.
Hongkong Hotels	\$171 (old) \$17 (new) b.
Hampshire Estates	\$224 b.
Ewo Cotton Mills	\$15.11 a.
Cement	\$22 (old) \$91 (new) b.
Hongkong Ropes	\$88 (old) \$91 (new) b.
China Provident	\$154 (old) \$31 (new) b.
Dairy Farms	\$28,274 a.
Lane Crawford	\$164 b.
Watsons	\$28 a.
Hongkong Electric	\$34 b.
China Lights	\$14 (old) \$9 (new) b.
Hongkong Tramways	\$184 (old) \$120 (new) b.
Peak Tramways	\$184 (old) \$120 (new) b.
"Shell" Transport	\$22 b.

b.—buyers; a.—sellers; n.—rates.

## **CAFÉ WISEMAN'S**

POPULAR  
HOT AND COLD TIFFINS  
**\$1.00.**

## **HOT-TIFFIN MENU.**

SOUP  
ENTREE, OF JOINT OF POULTRY.  
TWO VEGETABLES.  
SWEETS OF CHEESE.

## **COLD-TIFFIN MENU.**

FISH  
ENTREE, OF JOINT OF POULTRY.  
SALAD OF PICKLES.  
POTATOES.  
SWEETS OF CHEESE.



OVER HALF A CENTURY REPUTATION FOR THE  
**DR. LECLERC'S PILLS FOR THE LIVER AND KIDNEYS**  
INDISPENSABLE FOR DIABETES OF THE LIVER AND KIDNEYS  
OFFICIALS: LACROIX, CHATELAIN, LACROIX, LACROIX, LACROIX  
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The National Radio Engineering Company of Atlanta, Georgia, covering an investigation made by them in the interest of Railway Electrical Engineers, report that:—

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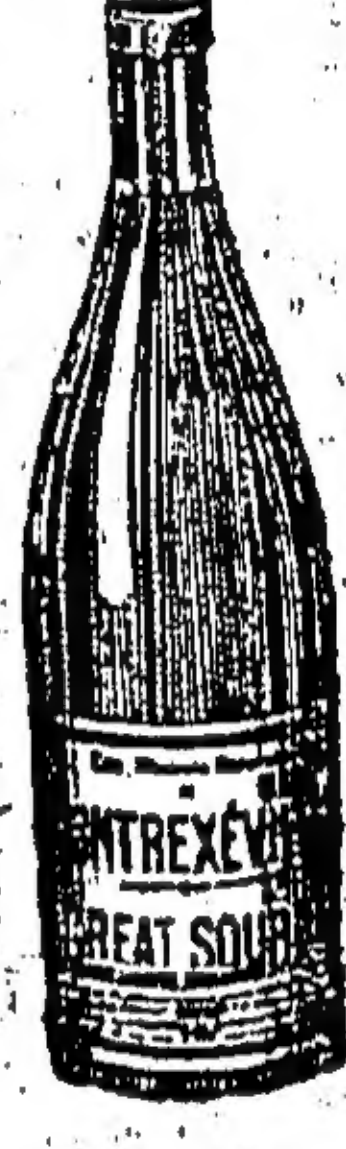
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EVIAN for Kidney and Urinary Troubles.  
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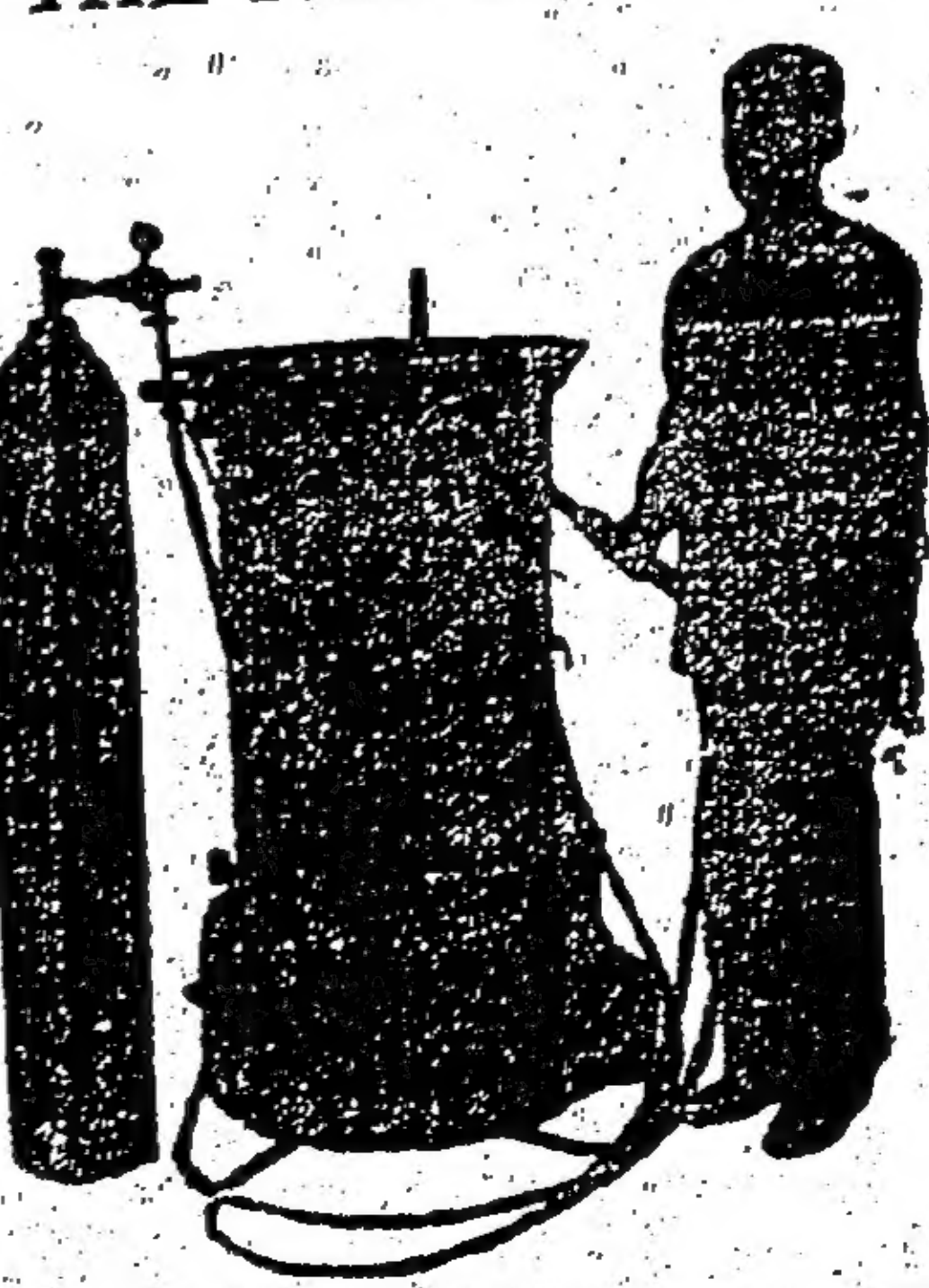
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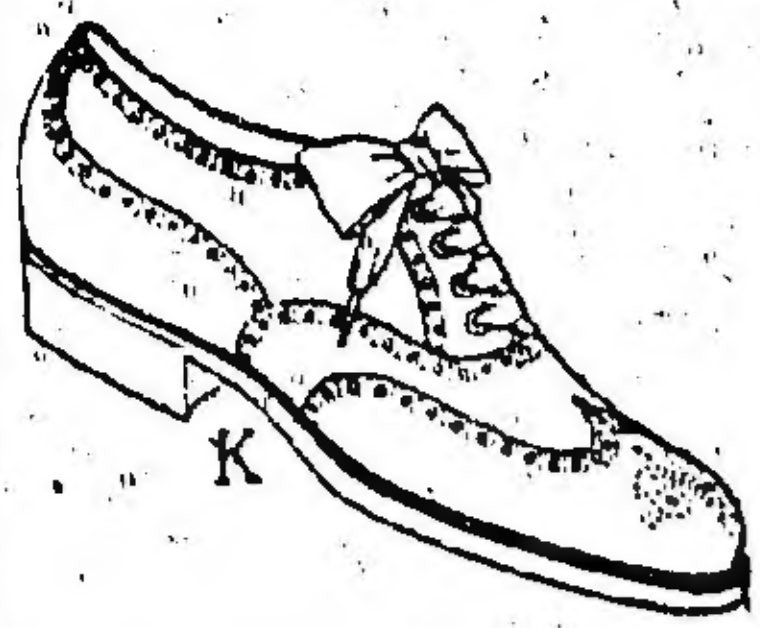
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Boiler Repairs a speciality.

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Prompt refilling at moderate prices of all kinds of Motor Cycle acetylene tanks.





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\$19.50, \$21.00.  
"K" Brogue Shoes in Tan Willow Calf  
\$22.50, \$25.00.  
"K" Lorne Shoes, Tan Calf with Stent double soles  
\$26.50.

## K Shoes

Shoes, like buildings, need strong foundations. Some shoes look all right in the shop, but directly you put them on they "give" in all directions and look shabby at once.

Every K shoe is built upon the firm foundation of a strong, tough insole. K shoes therefore keep their shape and will stand many re-soles. Next time get K shoes.

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## UNUSUAL OPPORTUNITY for A SHORT TIME ONLY

A Select Assortment of

## DRAWN WORK LACES

At 20% BELOW ACTUAL COST AT

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**WOOLLEN BATHING COSTUMES.**

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A Purchasing Trip Abroad has equipped Our Store with the Best and Newest Goods. We are offering them at Bargain Prices.

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INCREASE OF OVER TLS. 76,000,000.

BRITAIN EASILY LEADING IN TONNAGE.

REVISED IMPORT TARIFF FAILED TO PRODUCE THE EXPECTED ENHANCED REVENUE.

JAPAN STILL LEADS IN TRADE, DESPITE ROYCOTT.

Mr. J. W. H. Ferguson, Statistical Secretary to the Chinese Maritime Customs, in his review of China's foreign trade in 1923 just published says:—

"Trade is still languishing and many of the economic and political problems bequeathed us by the War remain unsolved. General confidence in the future, so necessary as a preliminary step to successful trading, is still lacking. The European situation is far from settled, and this fact cannot but exercise a baneful influence on the state of all markets. The instability of the foreign exchanges continued to introduce an additional element of risk in international trade transactions, while an onerous depreciation threatened to destroy the purchasing power of the currency unit in several countries. But in spite of the fact that the year 1923 revealed few hopeful signs, the outlook generally for 1924 is not regarded as quite unfavourable. Bountiful harvests in various parts of the world should have a steady effect, and meanwhile it may be taken for granted that the best brains in the commercial and banking world are combining in an endeavour to clear a way out of the present difficulties."

### TLS. 76,000,000 TRADE INCREASE.

In spite of the still unsettled state of the country, the foreign trade of China, in 1923 was valued at Hk. Tls. 1,676,320,303, which represents an increase of Hk. Tls. 76,378,720 over the preceding year's total. The revenue collected by the Maritime Customs offices also exceeded the 1922 total; the increment in this case being Hk. Tls. 4,370,001. The value of imports declined by about 22 million taels, but exports increased by nearly 100 million taels. These figures apply for themselves. They prove abundantly that notwithstanding all appearances to the contrary, China's trade is still forging ahead and that the export trade has done well even though adverse circumstances dispirited the inland districts. Trade in general was comparatively dull during the greater part of the year. Prices in all markets fluctuated considerably, and the dominating tone in business was caution in everything.

### THE PRINCIPAL PORTS.

The report then gives some brief notes on each of the ports, from which the following are selected:—

While the export trade at Tientsin was carried on under favourable conditions, more especially during the latter part of the year, the same cannot be said of imports. Piece goods still suffered from the 1922 difficulties. High prices at producing centres prevailed throughout the year, while the earthquake in Japan, which is reported to have destroyed some 25 per cent. of that country's spindles, added to the uncertainty of the situation. An important feature of the export trade was the crisis which developed in the local cotton market at the beginning of the last quarter of the year and which persisted throughout the remainder of the year under review. The situation assumed a serious aspect when it became known that the Chinese commission agents were endeavouring to evade their obligations by the repudiation of forward contracts for the supply of cotton entered into with foreign exporters. Their object in doing so will be clear when it is mentioned that previous to the gathering of the 1923 cotton crop some 400,000 piculs had been contracted to be delivered in September, at the average price of about Tls. 25 per picul. Owing to a sudden demand from Japan, prices rose unexpectedly to the record height of Tls. 42 in October. It became accordingly more profitable to dispose of the cotton at spot prices to buyers other than those who had originally contracted for delivery of the goods, and a general attempt on the part of the Chinese dealers to withdraw from their obligations was the result. Shipping reached the record figure of 8.65 million tons, the British flag leading with 1.22 million tons against a Japanese tonnage of 1.20 million. The Chinese and German flags both advanced. A remarkable increase in the importation into Tientsin of foreign flour and wheat calls for special notice. Import of cigarettes also gained ground, but sugar, electrical materials, and dyes declined. Among exports, the continued increase in the number and value of carpets and rugs exported from North China to America is of interest. Furs and skins also did well as compared with the previous year.

Civil war, which prevailed almost continuously throughout the year, greatly hampered the development of trade in the Chungking district. Trade became well-nigh impossible, as the transport of merchandise was constantly interfered with. It is not to be wondered at, therefore, that the importation of foreign goods showed substantial decreases. The exception was kerosene oil, which registered an important advance over the previous year's figures. The export trade did not fare badly. Bristles were satisfactory, with firm prices; sugar and wood oil also did well.

At Wansien the year opened well, but renewal of military activities and the placing of the district under martial law soon created a feeling of insecurity, which did not fail to react on the local markets, resulting in the usual tightness of money and soaring of prices to prohibitive heights. It is satisfactory to be able to state that wood oil, which is Wansien's staple article of export, had a fair season. A keen demand from Hankow supported prices, and but for the unstable local conditions exports would have shown still better results. Wood oil shipments in bulk increased and would seem to indicate the trend which these shipments will take in the future. It is noticed that the despatching of merchandise through the Post Office by parcel post is on the increase, no doubt because of the greater security afforded, silk and valuable medicines exported and piece goods imported making use in particular of this mode of transportation. Keen competition in shipping resulted in lowering of freight rates.

Ichang also reports obstruction by the warring factions of the free navigation of the Upper Yangtze. The value of the trade on 1923 fell off as compared with the previous year, mostly accounted for under imports.

Peking and tranquillity are reported from Shansi. The Customs revenue collected at this port showed an appreciable advance over the year 1922. The boycott of Japanese goods, which was energetically pressed in July, began to abate in August and completely died away shortly after. A bumper cotton crop combined with high prices stimulated exports. Beans, wood oil, and silk registered increases, but the market for nutgalls and walnuts was weak.

The import trade at Hankow declined persistently during the year. The explanation is found chiefly in the interruption of river communication between Hankow and the interior, and the consequent civil strife, while the handling of rice, lessness prevalent in the different districts round Hankow, and the anti-Japanese boycott until stopped towards September added their quota in depressing the import trade. Exports, however, were able to maintain a steady improvement. Owing to slow arrivals from the interior and an insistent demand from America, prices for wood oil were forced up to an unusual level, reaching in April the extreme figure of Tls. 28 per picul, although at this point only a small quantity changed hands. Before the War prices ranged between Tls. 8 and Tls. 12. The quantity of wood oil exported during 1923 did not vary greatly from the figures of the preceding year.

The year was free from political disturbances and military operations for the port of Kiukiang. A beautiful rice crop brought prosperity to the Kiangsu province. The embargo on the export of rice was raised in July, but it was not until late in the year that prices justified export on a large scale. In spite of heavy taxation in the interior of all native produce, which seriously handicapped its transportation, trade was brisk and showed satisfactory results; profits were not large, it is true, but neither were there any bankruptcies to be reported. The net value of the trade passing through the Maritime Customs amounted to 61 million taels, which is some 17 millions in excess of the previous year's total.

### SHANGHAI AN UNSAFE CRITERION.

It need hardly be mentioned here that Shanghai, owing to its position as the premier port of the Far East and the principal trade centre where all commercial activities finally converge, and in most cases are financed from, is, of course, subject to a greater degree than the other twenty ports in China to the direct influences, be they baneful or beneficial, of the economic factors and causes which either hinder or promote the development of the world's trade. Disturbances of the economic equilibrium at the producing or consuming centres in Europe, America, or elsewhere soon affect Shanghai both in its imports and exports. On the other hand, disquieting conditions, which upset supply and demand at the treaty ports in the interior and which forthwith are reflected in the Customs statistics of merchandise handled locally, are not in the same degree apparent at Shanghai, which, as the great entrepot for goods imported from abroad and exported from China, may have orders or contracts extending over several months, or even years, in the fulfilment of which imports may continue to arrive and staple exports already stored locally continue to leave the country irrespective of conditions actually obtaining at the points of eventual consumption or original supply. These circumstances tend to make trade conditions at Shanghai an unsafe criterion for judging the prosperity of the country in general. It stands to reason, however, that in the long run all occurrences which are detrimental or propitious to the country at large will without fail react on the commercial situation at this important treaty port.

The revenue collected in 1923 amounted to 27.9 million Haikwan taels, as compared with 27.9 millions in 1922, the former figure being almost 38 per cent. of the total collection of the Maritime Customs for that year. Import duties advanced by some 1.4 million taels, reaching 10 million taels, assisted by the new Import Tariff, which was enforced from January 17th, 1923. Export duties increased from 4.1 to 4.8 million taels, and coast trade duties and tonnage also showed some improvement. Shipping prospered.

The number of steamers entered and cleared rose from 15,600 in 1922 to 16,287 in the year under review, with a total tonnage of 27,218,848 and 29,694,250 tons respectively. The five Powers registering the highest tonnage at Shanghai in 1923 were Great Britain (10,704,620), Japan (7,607,714), China (3,644,290), America (3,191,202), and France (794,978), the Netherlands being the next nation on the list, with 380,797 tons. These figures do not include sailing vessels entered and cleared, which in 1923 numbered 6,389, aggregating 319,947 tons.

As regards foreign goods imported, we may note that the piece goods trade for the year 1923 is reported to have been somewhat better than the past two years. The value of cotton goods imported from abroad was 70.9 million Haikwan taels, as against 69.6 millions in the preceding year. Raw cotton imported fell from 1.55 million piculs in 1922 to 1.37 millions in the following year, although the total value increased from 36.3 to 43.8 million taels. Cigarettes and kerosene oil advanced, while sugar fell off from 2.92 to 2.01 million piculs. Machinery, it is to be regretted, registered a serious decline from 30.3 million taels in 1922 to 23.1 millions in 1923. Amongst exports of Chinese products, silk, tea, raw cotton, and sea-mum, seed all registered important increases, tea rising from 382,821 piculs in 1922 to 516,461 piculs in 1923, and raw cotton from 279,264 to 452,577 piculs. The export of wood oil and egg albumen and here shirtings, cement, matches, soda, and bricks and tiles should be mentioned as having been imported into Shanghai from other Chinese ports in enhanced quantities during the year under review.

### FOOCHOW, AMOY AND CANTON.

At Foochow the political situation adversely affected trade conditions and rendered merchants cautious in their trade policy. The Japanese boycott assumed an acute form towards the middle of the year.

Trade conditions at Amoy proved satisfactory for the first three months of the year, despite the disturbed political situation. The import trade, especially with foreign countries, was brisk, there being a notable improvement in the importation figures of cotton and woollen piece goods. The boycott of Japanese goods was declared at Amoy from April 8th and was carried out with great vigour until cancelled towards the end of the year. The importation of Japanese goods having been ceased as a result of the boycott, British-made articles and the products of Chinese factories supplied the deficiency. Foreign candles and cement suffered in a marked degree from competition with similar Chinese goods, but substantial increases were recorded in manures, kerosene oil, and sugar—white, refined, and candy.

For Canton and district the year 1923 was a trying and difficult one. Troops from Yunnan and Kwangsi took possession of Canton in the early part of the year. Throughout all the ensuing vicissitudes of the 1923 campaigns the position was that Dr. Sun Yat-sen was able to hold Canton against his opponents. It is easily understood that military movements of the kind which took place in this part of the province throughout the year could not fail to hamper trade and to restrict commercial transactions to a minimum. The situation was much aggravated by the general lawlessness which prevailed, resulting in wholesale robbery and piracy. All this was the cause of uncertainty and of serious losses to legitimate trade, often followed by suspension of business. The revenue collected by the Canton Maritime Customs during 1923 amounted to Hk. Tls. 3,842,224, which represents a net increase of over Hk. Tls. 577,000 as compared with the previous year. Causes contributing to this satisfactory result were, firstly, the successful operation of the Revised Import Tariff, some Hk. Tls. 400,000 of the above-mentioned excess falling under the heading of import duties. Export and coast trade figures are also ahead of previous years' figures. These gains are explained by the marked tendency of Chinese cargo to be sent by steamers instead of by native conveyances in the hope of escaping the various dangers and exactions which beset local trade routes as a result of the disordered state of affairs. Shipping shows an increase in tonnage of over 30 per cent., accompanied by a decrease in the number of ships. Unfortunately, this higher total does not denote increased prosperity, as many of the coasting steamers bring cargo under charter and depart empty.

### THE REVISED IMPORT TARIFF.

One of the not interesting sections is that dealing with Customs Revenue. As much was expected in some quarters from the Revised Import Tariff, which came into force on January 17th, 1923, it is of interest to examine what the effect was of this measure on the total revenue collected by the Maritime Customs offices during the year 1923. It may be recalled that the object of this revision of the Customs schedule of import duties was to make these duties equivalent to an effective 5 per cent. *ad valorem*, and a rich revenue harvest was confidently looked forward to by some. What now were the actual results achieved? The total revenue for 1923 amounted to Hk. Tls. 63,804,291. If the famine relief surtax which was collected during 1921 and 1922 is eliminated, this figure represents an increase of Hk. Tls. 4,870,001 over 1922 and exceeds the 1921 total by Hk. Tls. 9,041,007. To this increase of Hk. Tls. 4,870,001, import duties contributed Hk.

Tls. 2,582,114. In our report on the foreign trade of China for 1922 it was anticipated that the revision of the Import Tariff would benefit China to the extent of some 3 million Haikwan taels. The actual advance in revenue collection derived from import duties, not quite 2.6 million taels, therefore falls far short of expectations. And this comparatively meagre result, notwithstanding the introduction of the increased tariff, is aggravated by the fall in the sterling exchange, which, of course, means that China requires more silver taels to meet her gold liabilities abroad. Reduced to sterling at the average rate of exchange of s. 53d., the 1923 total Customs revenue under all heads of collection comes to £11,047,004, which is only £23,172 more than the sum collected in 1922.

It is manifest from the preceding remarks that the Revised Import Tariff has not brought to China the enhanced revenue hoped for. In order to illustrate the importance, which the Maritime Customs collection has on this country's ability to meet the foreign obligations charged thereon, a chart has been prepared showing clearly for the period 1915 to 1923 inclusive the relation between (a) the combined Maritime and Native Customs gross revenue (excluding famine relief surtax), (b) the combined Maritime and Native Customs net revenue, i.e., revenue available for loan and indemnity service, and (c) the amounts paid from combined Maritime and Native Customs net revenue for loan and indemnity obligations charged thereon. The explanations accompanying the chart show how the different curves have been calculated, and as both Haikwan taels and the sterling equivalents are given, the influence exercised by the exchange rates on China's ability to meet her foreign liabilities at once becomes apparent.

There are several factors which have contributed to bring about the disappointing results exhibited by the 1923 revenue collection. The depression in trade generally is still world-wide and has impeded and retarded the eagerly looked-for recovery; the grave disorders and resulting unrest and insecurity which prevail throughout China, as the natural concomitant of factional strife and civil warfare are not conducive to a healthy expansion of trade; the boycott of Japanese goods, which was actively maintained during the first part of the year, and the earthquake disaster in Japan have all helped to stifle the progress of the nation's commerce.

As regards the collection at the individual ports, we note that Shanghai contributed 37.64 per cent. of the total revenue, as compared with 36.94 per cent. in the preceding year. Tientsin, Dairen, and Hankow all registered decreases, the collection at these important treaty ports aggregating 28.31 per cent., which is about 2 per cent. less than in 1922. Canton rose from 5.34 per cent. in 1922 to 6.05 per cent. during the year under review, which is explained by the fact that merchandise hitherto carried by native junks, which do not come under the control of the Maritime Customs, is increasingly being forwarded by steamer, owing to the disturbed state of the Canton delta, and is thus brought under the cognizance of the Customs. Although, as shown above, the sanguine hopes entertained at the time when the Revised Import Tariff was put into force were not realized, it now appears that the revision was both timely and necessary. Indeed, without the increased schedule for 1923 receipts doubtless would have been considerably below the preceding year's total.

### FOREIGN TRADE.

The total foreign trade of China in merchandise (*i.e.*, treasure excluded) in 1923 was valued at Hk. Tls. 1,676,320,303, which is Hk. Tls. 76,378,720 in excess of the preceding year's total. It is satisfactory to be able to point to this steady advance, which proves once more the remarkable resiliency of China's foreign trade in the face of advance circumstances, economic as well as political. This augmentation of the figures of 1923 over 1922 follows an increase of the latter year over 1921 of 62.6 million taels, while in 1921 the 1920 totals were exceeded by 503.5 millions. The total value of net imports, *i.e.*, gross imports less re-exports of foreign produce to foreign countries, amounted to Hk. Tls. 923,402,887, and the aggregate value of exports of Chinese produce abroad totalled Hk. Tls. 752,917,416. This result of the year's foreign trading has reduced China's adverse balance of trade in 1923 to 170 million taels, which may be compared with an unfavourable balance of 280 million taels in 1922 and 365 millions in 1921. As China's trade account closes with a debit balance year after year, it is worthy of notice that the situation has been improving during the last few years, although it is doubtful whether the year 1919—when, owing to the War, exports from China were greatly stimulated and imports from abroad very much restricted, resulting in an excess of imports over exports of some 16 million taels only—will ever be equalled again.

The direction of China's foreign trade in thousands of Haikwan taels (1000 omitted) is shown in the following table:—

	1923.	1922.
Hongkong	248,083	176,796
Macao	6,230	3,939
Singapore, Straits, etc.	9,214	47,929
Dutch India	13,090	8,085
British India	55,241	12,329
Great Britain	130,307	43,207
Germany	32,456	11,015
Netherlands	3,603	8,511
Belgium	10,879	2,752
France	7,549	29,578
Italy	7,739	9,468
Russia and Siberia	10,203	34,692
Korea	11,655	20,291
Japan (incl. Formosa)	211,024	105,819
Canada	10,227	8,001
U.S.A. (incl. Hawaii)	154,449	126,804
Other countries	39,370	27,684
Total	613,614	752,917
Less re-exports to foreign countries	25,231	—
Net total	588,383	752,917



CORRESPONDENCE  
MILITARY REGULATIONS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—The correspondence in the *Daily Press* arising out of the "shirt and singlet" incident has developed on sound lines. But the last contributor, "Fairway," in an otherwise concise and readable effort, fails, I think, to put one of his points as clearly as it should be put.

He states:—"If, however, the writer is in agreement with my definition of Red Tape, I would add that a too rigid interpretation of Law and Custom is a fault found at all times and in all places. To say that it was not prevalent during the Great War is to ignore the fact that after 1913 *esprit de corps* was so lacking in Regular Battalions that they were often not chosen as storm troops."

Regular Battalions were not chosen as storm troops after 1913, for the simple reason that, after 1913, there were no Regular Battalions in the sense which "Fairway" attempts to advance in his argument.

Of course, there is the possibility that "Fairway" is exercising a grim if questionable sense of humour in attributing the absence of Regular Battalions to "storming" operations after 1913—to their lack of *esprit de corps*.

1914-1915.

July 7th, 1924.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—I read with much pleasure the interesting letter from "Fairway" in your issue of to-day's date. Please allow me to thank him for it through the medium of your hospitable columns.

It was particularly interesting to me by reason of two statements made by him:—

1. "I would remind him that since the War, changes have and are being made, in view of the march of democracy."

2. "But the lessons of the War are being learnt and Red Tape is passing from the Army."

I am more than delighted to hear it and I thank "Fairway" for this welcome assurance.

I pray Heaven it may continue.

I say without fear of contradiction, and without anything but admiration for the later Armies, that the old original British Army which went to France in August, 1914, was the finest body of men and the finest army of its size, as regards personnel, that ever represented Britain or any other country. The N.C.O.'s, particularly, were absolutely magnificent, and it is a pity that a fighting force like this, or any that we may now produce, should have its wheels clogged by that scourge "Red Tape." But now to answer "Fairway's" questions.

He asks whether before using the expression "Smash the Red Tape God to pieces," I had made such enquiries into the series of events which led up to the "shirt and singlet incident," as to convince me that the Court Martial was a piece of Red Tape.

My answer is that I was not in a position, as a civilian, to institute exhaustive enquiries behind the scenes. Had I done so, I should probably have been caught and shot as a spy, possibly by some early bird of a corporal trying on his "mutilated shirt." And then, Sir, think of the upholy joy of a B.S.M. as he gave the stentorian and awful command "Fire" (provided he could have obtained permission from the O.C. firing party to do so) on the Murray Parade Ground at dawn.

B.S.M. accused me of not knowing my subject. He will admit that in this latter event, I should become an expert on perforation and that what I didn't know about it then wouldn't feed a canary.

I do not quite agree with "Fairway's" definition of Red Tape and I certainly never meant it to imply a sweeping indictment of the "Whole body of Military Law." Nor would I call it "a too rigid interpretation of Military Law and Custom." Rather, if a phrase is wanted would I define what I meant by it as "a too cast iron adherence to the letter of Regulations."

(Continued on next column.)

TALE OF RANSOM.  
STORY OF BRIGANDAGE IN NEW TERRITORIES.

Before Mr. R. E. Lindsell at the Central Magistracy yesterday, Kwok Muk was charged on remand with having, with others not in custody, armed with revolvers, robbed Cheung Ping of \$104 in Chinese currency, \$45 in Hongkong currency, clothing to the value of \$120, and one musket and powder and shot for the same, the whole of the value of \$267, in August 1923.

He was further charged with having on the same day taken away by force and detained Cheung Ping for ransom at Yung Long Wan village.

At a previous hearing, the complainant described how he went to Yung Hong Wan to take charge of his brother's shop, a salt business. He told how defendant came in and asked for a pot of (government) opium, double size. Defendant put money on the counter, and as witness stretched out his hand to pick it up, defendant grabbed him by the wrist, and fired several shots into the air close to witness's head, terrifying him.

Meanwhile, two other men were tying up the foki, and another was searching the shop. Witness was forced to show where the firm's money was kept, and the men took it, together with all the clothing in the place, and one musket, powder, and shot. The witness went on to relate how he was dragged on board a junk, and taken to a place near To Kok, in Tung Kuni, where he was kept in confinement for about three months. During this time, he was forced to write numerous letters to his brother asking for money for his ransom. Witness was finally released on payment of \$180 in cash, which was paid to A Ngan, one of the original four robbers.

Witness got back to Hongkong on December 4th last, and at once made a report to the police.

At yesterday's hearing, Sz To Kai, the foki, gave evidence corroborating the complainant's story of the robbery, and defendant was again remanded until tomorrow.

Let me also tell "Fairway" that I am not the sort of Leonoclast who wishes to sweep away the "Code which has taken hundreds of years to build up" and on which the British Army has been modelled and built up. I never intended to say this; nor did I say so.

Let me remind "Fairway" that my original "strafe" was against having our daily papers' leading columns filled with such twaddle as the sartorial troubles of Corporal Hockham, "Wife of B.S.M.," tried to turn it into a dissertation on discipline and "Fairway" now apparently wishes for a more or less technical discussion on Military procedure.

But to illustrate what I mean by a typical instance of Red Tape, let me give the following, which occurred not once but hundreds of times in the War. An officer arrives home on 4 or 5 days' leave from the Front after probably 9 months of something as near Hell as we pleasant little mortals can make it. He naturally makes up his mind that he is going to have a good time before he has to return. A wretched satellite of the Provost Marshal's, a gentleman who has never been across the water and never heard a shot fired in anger, comes up to him, as he is walking down Regent Street with his wife and severely ticks him off for wearing shoes with laces instead of boots. The honour, nay the very existence of England is at stake, and these men have thrown themselves into the breach to save it, but England cannot be saved unless her officers wear boots and not shoes with laces—in Regent Street.

The wretched man is hauled off to the P.M.'s office where he and his wife waste hours of their precious leave, and the little maggot of discontent and exasperation eats just a little further into the beautiful fruit of patriotism. And that is where the harm is done.

I could quote endless instances of this kind of thing, widely diversified, if I could remember them and if this kind of thing I want to see "smashed" and sweet commonsense take its place in the British Army; and I say again that the epoch-making incident of Corporal Hockham and his shirt could have been dealt with, without making an expensive Court-martial affair out of it—Yours, etc.,

"MIRABILE DICITUR."

Hongkong, July 7th, 1924.

SHIPPING COMPANIES  
AT LAW.  
JUDGMENT RESERVED.

The hearing of the case in which the Lai Hing S.S. Co., as owners of the s.s. "Apocry," are suing the Indo-China S.N. Co., Ltd., as owners of the s.s. "Tai Sang" for damages arising out of a collision in the Canton river, was concluded yesterday morning, in the Supreme Court, before His Lordship, the acting Chief Justice (Mr. H. H. J. Gompertz).

Mr. Eldon Potter, K.C., appeared for the plaintiff Company, and the Hon. Mr. C. G. Alabaster, K.C., represented the defendants.

Mr. Potter addressed the Court during the morning and remarked that Captain Grant, of the s.s. "Tai Sang," had said that his vessel was a mile ahead of the s.s. "Apocry" at 10 o'clock on the morning of the collision and that the s.s. "Apocry" at 10 o'clock on the morning of the collision and that the s.s. "Apocry" came up to within four lengths of the "Tai Sang" when the latter's steering chain broke. This meant that the "Apocry" gained 1,600 yards. This figure did not agree with the document prepared for the defence by Captain Kennedy, Assistant Marine Superintendent of the defendant Company, which showed that the "Apocry" only gained 480 yards over the distance. It was therefore obvious that Captain Grant was mistaken in his figures.

Counsel considered that the case for the "Apocry" was far more probable. This was that the "Apocry" was a mile and a half ahead of the "Tai Sang," which being the faster ship gradually overhauled the "Apocry" until ultimately she was three lengths ahead. The defence had pleaded that the accident was inevitable. Dealing with this contention—the inevitable accident—Counsel quoted many cases in which it was made clear that the onus was on the defence to prove that they could have done nothing other than they did do, which would have made the collision less probable.

Counsel submitted that the "Tai Sang" should have stopped her engines and proceeded on her course, as far as possible. Captain Grant had the option of doing two things and of these he did the wrong one. His Lordship had to ask himself would the accident have been rendered less likely if Captain Grant had adopted other measures and he submitted that if the master had adopted the measure he suggested—stopped his engines and let the vessel proceed on her course as far as possible—the accident would have been impossible; whereas by going astern he adopted a measure which made the collision certain.

His Lordship reserved judgment.

## LEFT WITHOUT NOTICE.

## KOWLOON HOUSE-BOY SMARTLY FINED.

Mrs. Cooper, of Nathan Road, Kowloon, appeared at the Kowloon Magistracy yesterday, in support of a charge brought by her against Cheung Siu, a coolie boy, for leaving her service without giving notice.

The defendant pleaded that he told his mistress that he was going away on the following day, and provided a substitute, but Mrs. Cooper would not accept him.

The Magistrate (Mr. E. W. Hamilton): How are you paid? Monthly?—Yes.

The Magistrate: Then you are bound to give a month's notice. Whether you supply a substitute or not has nothing to do with it.

In reply to His Worship, defendant said that he was paid \$10 a month without food.

Mrs. Cooper: He is only a "make loan" boy. That was the amount he asked for, and that was what I paid him. He has absented himself before, but came and asked to be taken back.

His Worship ordered the boy to pay a fine of \$15, or go to prison for three weeks.

## COMPANY MEETING.

MESSRS. A. S. WATSON AND CO., LTD.

An extraordinary general meeting of Messrs. A. S. Watson & Co., Ltd., was held yesterday morning at the Hongkong Hotel, for the purpose of confirming five special resolutions passed at an extraordinary general meeting of the Company on June 21st, authorising the capital of the Company to be increased from \$600,000 to \$1,500,000.

The meeting was presided over by Mr. D. E. Clarke, others present were: Mr. J. Scott Harston (Director), Mr. J. A. Tarrant (Secretary), and the following shareholders:—Messrs. D. Wilson, W. Morley, L. S. Greenhill, F. W. Stapleton, J. M. Wong and J. D. Humphreys.

The Chairman said:—Gentlemen,—This meeting has been called to confirm, if thought fit, the resolutions which the Secretary has just read, and which were passed at the extraordinary general meeting held here on 21st June last. I do not think any further remarks from me are necessary, so I now formally beg to propose that these five resolutions be confirmed. I shall be pleased to answer any questions shareholders may like to ask.

Mr. GREENHILL seconded the proposition, which was carried unanimously.

This concluded the business before the meeting.

## EUROPEAN'S HOUSE BURGLED.

## TAKOO MAN'S LOSS.

Mr. Michael O'Brien's house at No. 3, Takoo Terrace, was entered on Sunday night by a burglar, who broke open a drawer in the dining room and escaped with money and jewellery to the value of \$650.

Mr. O'Brien has stated to the police that the thief entered the house between 10 and 11 p.m. From the drawer the man extracted five \$100 notes and a gold wristlet watch, which is valued at \$150. It was a present made to Mr. O'Brien by the staff of the Takoo Sugar Refinery Company.

## SALE OF CROWN LAND.

Two lots of Crown land were sold for upset prices at yesterday afternoon's auction. One was a large area of 21,080 square feet adjoining the new hundred foot road, Mong Kok Tsui. The upset price was \$84,320, at which figure it was sold to a Chinese. The price works out at \$4 per square foot, which is a good figure for land in Mong Kok Tsui. One of the conditions of sale was that the purchaser should fill in and lay out the land and on completion return a large portion of it to the Government free of cost for the purpose of road construction. The other lot, situated near Ho Mun Tin has an area of 1950 square feet. This land was sold for the upset price, \$2,975.

## TYPHOON WARNING.

Yesterday morning at 11 o'clock a typhoon warning was posted at the Harbour Office. The position of the typhoon was shown as Lat. 21(N.) and Long. 123(E.), which is about 350 miles direct East of Hongkong, between Formosa and Luzon. The direction and radius of the typhoon were unknown.

News of the death of Mrs. Whitmore (née Lorna Way) at Tongshan Hospital, recently, was received with dismay by the Tientsin community, among whom she has spent her life, and made so many friends (says the *P. and T. Times*). Mrs. Whitmore spent nearly all her girlhood and her short married life in Tientsin, and, like her sisters, took a very active part in the social life of the port. She took a prominent part in A.D.C. and other entertainments, and was one of the most popular women in North China. She was married, on February, 18th, 1922, to Mr. Rupert Alexander Whitmore, son of the late Rev. T. H. Whitmore, of Whitechurch. News of her death, and of the peculiarly painful circumstances under which it occurred, will come as a great shock to her husband's and her family's many friends throughout the Far East.

## HOUSEHOLD JAMS.

## DELICIOUS AUSTRALIAN JAM

## AT SPECIAL PRICES.

STRAWBERRY	per 12 oz. tin	.45
APRICOT	" " "	.35
PLUM	" " "	.30
APRICOT	5 lb. "	1.70
PLUM	" " "	1.50

## LANE, CRAWFORD, LTD.

EST. 1850.

TEL. 4567.

HOUBIGANT'S  
QUELQUES FLEURS PERFUME  
AND  
CREME EN BEAUTE.

We have Just Received a Fresh Supply of the above—  
place Your Order Early to avoid disappointment.

## THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

## NEW ENGLISH RECORDS

## LENER (STRING) QUARTET

11554 QUARTET IN F—Adagio molto e mesto (Beethoven—Op. 59, No. 1)  
QUARTET IN B FLAT—Allegro assai (Mozart)

## THE CHERNIAVSKY TRIO (Violin, Cello and Piano)

3400 ROMANCE (De Zwickel)  
(AIMANT LE ROSE LE ROSSIGNOL (The Rose Enslaved, the Nightingale—Eastern Romance)

## LEO STROCKOFF (Violin)

3414 VALSE BLUETTE (R. Daisio)  
(LA CHASSE CAPRICE (Cartier-Kreisler)

NEW-PROCESS

NO SCRATCH

## ANDERSON'S.

## Wm Powell Ltd

Telephone C. 3146.

## NEW STOCK OF

## Gentlemen's

HOLEPROOF  
HOSIERY

Just Unpacked.



Holeproof Hosiery

There are many Smart Colourings in Grey, Brown, Navy, Tan also Black and White.

HOLEPROOF HOSIERY IS UNEQUALLED FOR  
DURABILITY AND SMART APPEARANCE.

TIES TO MATCH.



## NEW ADVERTISEMENTS

## THE HONGKONG JOCKEY CLUB.

MEMBERS are hereby notified that the Lists for Next Season's Subscription will CLOSE on the 31st JULY. [1924]

## NOTICE OF REMOVAL.

WE HAVE REMOVED our Hongkong Store to our NEW KOWLOON BRANCH, No. 84, NATHAN ROAD. Customers are kindly requested to continue to send their orders to our New Address where Accounts will also be received and Paid. CASSUM AHMED & CO. [1924]

## NOTICE.

WE beg to give Notice that TWO LEATHER TRUNKS, one of which is a W. LOPTUS, Hongkong, Passenger, and the other is a W. LOPTUS, Hongkong, Passenger, which have been lying in Storage since the 15th November, 1923, will be SOLD by Public Auction to defray Expenses if same are not Claimed and All Expenses Paid before the 31st JULY, 1924. MACKINNON, MACKENZIE & CO. Agents. [1924]

## TO LET.

NEW and Airy Office ROOMS on GROUND and FIRST FLOORS, 5, DUNDAS STREET. Can be used as Bank, Commercial or Motor Car Office. Rent Moderate. Apply—SUNG TAI. [1924]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD. AND CHINA MUTUAL STEAM NAVIGATION CO. LTD.

CONSIGNEES per Company's Steamer "TELEMON" are hereby notified that the Cargo will be discharged into H.K. Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at H.K. Wharf. The Cargo will be ready for delivery from Godown on and after 7th July. Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on any Tuesday and Friday between the hours of 10 a.m. and Noon within the free storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 14th July will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before the 28th July, or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. [1924]

## S.S. "AMAZONE."

SERVICE CONTRACTORS DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LER, COLOMBO, SAIGON, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing. Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after the 14th instant, at Noon, will be subject to rent and landing charges. All Claims must be sent to me on or before the 17th instant, or they will not be recognized. All damaged packages will be examined on Saturday, the 12th instant, at 10 a.m., by Messrs. Goddard & Douglas. No Fire Insurance has been effected. K. RODENFUSSE, Acting Agent. [1924]

## THE PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamer "SOUDAN"

Captain E. J. TUCKER, R.D., R.N.R., carrying His Majesty's Mails, will be despatched from this Port on or about WEDNESDAY, 31st JULY, 1924, at Noon, taking Passengers and Cargo for the above Ports. Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 5 p.m. the Day before Sailing. The contents and value of all packages must be declared. For further particulars, apply to—MACKINNON, MACKENZIE & CO., Agents. [1924]

## HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home.

## INTIMATIONS

## THE HONGKONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

THE above Society require the Services of a Third INSPECTOR. Salary—\$150 Per Month and \$20 Travelling Allowance. Preference will be given to Candidates with a Working Knowledge of the Chinese Language. Applications to be made in Writing, with Copies of References to—R. L. FROST, Hon. Secretary, c/o The K. M. TELEGRAPH CO. [1924]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Months of JULY to SEPTEMBER, from Hongkong to Foochow (Pagoda Anchorage) and Return, Calling at Swatow and Auro on both the Upward and Downward Voyages, by the Company's New, Fast, Well-appointed Steamer "HAINING" at the Reduced Rate of \$60 for the Round Voyage, including Meals while the Steamer is in Port. These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—18 hours. The Trip occupies 8 to 9 days and the Steamer will leave Hongkong from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting). The Company's Steam Launch will convey passengers from Pagoda Anchorage to Foochow City, if required. For further Particulars and Dates of Sailing, Apply to—DOUGLAS, LAURIE & CO., General Managers, Douglas Steamship Co., Ltd., Hongkong, 17th June, 1924. [1924]

## IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION. ACTION No. 3 of 1924.

In the Goods of CHAK CHU HANG late of No. 104, Queen's Road Central, and of No. 7, Fung Wong Terrace, Victoria, in the Colony of Hongkong, Medical Practitioner, deceased.

BETWEEN CHAN SHUN CHO, Plaintiff, and CHAK HOCK TING, Defendant.

NOTICE IS HEREBY GIVEN that by an Order of the SUPREME COURT dated the 28th day of JUNE, 1924, JOHN HENNESEY SMITH, of Canton Bank Building, Des Vaux Road Central, Accountant, was appointed Administrator pendente lite of the Estate and Effects of the above-named CHAK CHU HANG deceased, and that no Person except the said JOHN HENNESEY SMITH or Persons authorized by him is empowered to give a valid discharge for the Receipt of any Monies due to the said deceased or to Sell or otherwise deal with any part of the Assets of the said deceased. Dated this 2nd day of July, 1924. GEO. K. HALL BRUTTON & CO., Solicitors for the Plaintiff. [1924]

MRS. E. M. McTAVISH will be AT HOME to Friends on WEDNESDAY and THURSDAY, the 30th and 31st INST. [1924]

## ROYAL INDIAN MARINE.

FOR SALE: R.I.M.S. "NEARCHUS."

SEALED TENDERS will be received in India by the Director of the ROYAL INDIAN MARINE, Bombay, in England by the SECRETARY OF STATE FOR INDIA, London; and in the Far East by the Commodore, R.M. DOCKYARD, Hongkong, up to the 31st JULY, 1924, for the Purchase of the Royal Indian Marine Ship "NEARCHUS" (late Lighthouse Tender to Persian Gulf Light), with all Stores and Fittings that are on board at that Date, lying at her Moorings in Bombay Harbour.

## PARTICULARS OF ABOVE VESSEL.

About 491 tons Gross, and 221 tons Registered. Built under supervision of Naval Architect and Engineer to Secretary of State for India, by Messrs. Wm. Beardmore & Co., Scotland, in 1914. Engines: Single Screw, compound one H.P. Turbine, One I.P. and One Astern Turbine; Trial I.H.P. 753, Trial Speed 12 knots; One Yarrow Water Tube Boiler, designed at Water Pressure Test 190 pounds; and One Automatic Gear Thermo-craft boiler. Oil Fuel Capacity about 114 tons; Water Ballast about 15 tons; Fresh Water about 74 tons; 10 Officers' Cabins; Capacity of Hold about 6,235 cubic feet; Dimensions about 198 feet by 29 feet by 14 feet 3 inches. The Vessel was in an excellent State of Repair and Running Order when put out of Commission in July, 1923. Each Tender must be accompanied by a Remittance of 10% of the amount of the Tender, which will be returned to Unsuccessful Tenderers. If the 10% is not with the Tender, it will not be considered. The Purchaser, or his Representative, must Remove the Vessel from the Government Mooring at his own expense and risk within Two Calendar Months from Date of Acceptance of Tender. Pending such Removal, Vessel will remain at Mooring at risk of Purchaser. The Balance of the Purchase Money must be paid by the successful Tenderer within One Calendar Month from Date of Acceptance of his Tender, and before Vessel is Removed from Mooring. If the Balance is Not Paid, and the Vessel is Not Removed by Purchaser or his Representative within the Time specified, the Deposit of 10%, accompanying Tender will be liable to forfeiture for the benefit of the Crown, and Vessel will be Re-sold. The Director of the ROYAL INDIAN MARINE does not bind himself to accept the Highest or any Tender. Applications to view the Vessel may be made to the Commander of the Yard, Royal Indian Marine Dockyard, Bombay, and further particulars may be obtained from the Director of the ROYAL INDIAN MARINE. E. W. HUDDLESTON, Captain, R.I.M., for Director of ROYAL INDIAN MARINE. [1924]

## INTIMATIONS

## NOTICE.

A. S. WATSON & CO. LIMITED. ONE CERTIFICATE for 75 Shares Nos. 56105/56129 (25 shares) and Nos. 56130/56259 (50 shares) in this Company standing in the Name of CHOW PENG, deceased, has been LOST, and if at the expiration of One Month from the date hereof, the above document be not forthcoming, other Certificate for the said shares will be issued by the Company, and thereafter no other will be acknowledged. A. S. WATSON & CO. LIMITED. Hongkong, 24th June, 1924. [1924]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate NS 0269 dated Hongkong 25th April, 1917, for 10 Shares numbered 68686/68679, 61294, and 56124, and Certificate NS 4068 dated Hongkong, 25th April, 1917, for 10 Shares of this Bank numbered 53156/53147 inclusive Both registered in the Name of Mrs. ELIZABETH HANNAH HADLEY MITCHELL, and Certificate NS 3463 dated Hongkong, 25th April, 1917, for 3 Shares numbered 27651/27655 inclusive and Certificate NS 3564 dated Hongkong, 25th April, 1917, for 16 Shares numbered 42899/42570, 33580/33500, 14487/14492, 30431/30435, 20416 and Certificate NS 4065 dated Hongkong, 25th April, 1917, for 15 Shares of this Bank numbered 53175, 50627/50838, 53114/53135 all Three registered in the Name of Mr. WILLIAM FOOT MITCHELL have been DESTROYED by FIRE and should these Certificates not be produced to the Bank before the 25th JULY, 1924, New Certificates for the Shares will be issued, and the aforesaid Certificates Nos. NS 0269, NS 4068, NS 3463, NS 3564 and NS 4065 will be thereafter treated by this Corporation as Null and Void. By Order of the Court of Directors, A. H. BARLOW, Acting Chief Manager. [1924]

## UNION INSURANCE SOCIETY OF CANTON, LTD.

THE Certificate No. 843 for One Silver Share No. 115 now converted into Five Gold Shares in this Society standing in the Name of TAKATA & CO., has been Declared LOST, and if at the expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a Certificate for the Five Gold Shares will be issued in its stead by the Society. PAUL LAUDER, General Manager. Hongkong, 3rd July, 1924. [1924]

## HONGKONG TRAMWAY CO. LTD. IN LIQUIDATION. (INCORPORATED IN THE UNITED KINGDOM.)

LOST SHARE CERTIFICATES. THE Administrator of the Estate of GEORGE HOWARD MAY Deceased has requested the Liquidator of this Company to effect the issue of Scrip for the Shares in the Hongkong Tramways, Limited, to which, under the Terms of the Liquidation, the Deceased is entitled by virtue of the holding of 200 Shares in this Company, without production of Certificates Nos. PP 220, PP 230 and 671 representing the said 200 Shares Nos. 177076 to 178075, and 69549 to 69648, upon the statement that the said Certificates Nos. PP 220, PP 230 and 671 have been LOST or DESTROYED, AND NOTICE IS HEREBY GIVEN that if within 30 Days from the Date hereof No Claim or Representation in respect thereof be made at This Office the said Certificates will thereafter be deemed Cancelled and of No Effect. W. E. ROBERTS, Attorney for the Liquidator. Hongkong, 28th June, 1924. [1924]

## TO LET AT WEIHAIWEI.

COMFORTABLY FURNISHED ROOMS with Board. To Let at present. Apply—MRS. NIVEN, WEIHAIWEI. [1924]

## TO LET.

PREMISES on the GROUND FLOOR of ALEXANDRA BUILDINGS, CHATER ROAD, formerly occupied by THE CHINESE MERCHANTS BANK, Ltd. Immediate Occupation; Moderate Rental. Apply—SECRETARY, A. S. WATSON & CO., Ltd. [1924]

## FOR SALE.

NERACAR Five Months' Old. Bitten 500 Miles. Exact Condition.—\$200. Also Sailing DINGHY—15 feet Decked Fore and Aft, Junk Rigged, all Fittings.—\$120. Apply—R. E. BEAUCHAMP, Harbour Office. [1924]

## TO-DAY &amp; TO-MORROW.

AT 2.30, 5.15, 7.15 AND 9.15.

## JOHNNIE WALKER.

## "MY DAD"

## Baby Peggy Comedy

## International News.

## THE CORONET

## INTIMATIONS

## DEWAR'S

## The Spirit of the Empire

It is that unbroken Evenness that is so much appreciated in DEWAR'S. It is produced by the skilful blending of whiskies—old and ample—DEWAR'S is simply a mingling of good things.

## Dewar's "White Label" and "Victoria Vat"

as supplied to the Houses of Lords and Commons. By Royal appointment to His Majesty the King.

## SOLE AGENTS:

## A. S. WATSON &amp; CO. LTD.

Wine and Spirit Merchants

ESTABLISHED 1841.

## BIRTH.

COLLINS.—At Shanghai, on July 3rd, to Mr. and Mrs. A. M. COLLINS, a daughter.

## MARRIAGE.

KING—HOLMES.—In London, on June 21st, Lieut. LANCELOT KING, R.N., eldest son of J. E. KING, D. Litt. of West House, Chilton, Polden, Somerset, formerly Headmaster of Clifton College, and Mrs. KING, to DOREEN HAMILTON, only daughter of E. HAMILTON HOLMES, H.B.M. Consul-General, Yokohama, and Mrs. HOLMES.

## DEATHS.

CORDEIRO ALBANO ANTONIO.—At his residence, No. 11, Hart Avenue, Kowloon, on July 5th, aged 72 years. Deeply regretted. Shanghai, Mexico and Manila papers please copy. [1924]

ROZARIO.—At Shanghai, on July 3rd, ALFREDO EMANUEL DO ROZARIO, son of Mr. and Mrs. J. M. DO ROZARIO, aged 81 months. [1924]

SHARP.—In Montreal, HARRY JAMES SHARP, late of Shanghai and Yokohama, passed away on July 2nd, after a brief illness, aged 61 years. (By cable.)

WHITMORE.—At Tongshan Hospital, on June 29th, LOREY (née WAT), wife of R. A. WHITMORE and infant son. Deeply regretted.

Hongkong Office: 1A, Chater Road. London Office: 131, Fleet Street, E.C.

## The Daily Press.

HONGKONG, JULY 30th, 1924.

## A PUNCTURED OPPOSITION.

One of the fatal weaknesses in the defence of foreign treaty rights in China is the lack of unanimity of purpose among the various nationalities concerned. The latest illustration of this is to be found in what has been described as the "puncture" in the opposition to the new Trade Marks law of China. Only a fortnight ago a Reuter's cable from Home informed us that the Manchester Chamber of Commerce had advised its members to maintain their previous attitude not to register under the new Act in its present form, pending negotiations during the next six months with a view to securing certain reforms in the law which are considered necessary in order to render the new Chinese law workable. This advice, of course, was entirely in line with that tendered by the British Chambers of

Commerce in China. Indeed, Chambers of Commerce of every foreign nationality in China have, we believe, expressed agreement with this attitude towards a law which is generally regarded by foreign merchants as gravely imperilling the rights and interests guaranteed to them in this connection by Treaty. The Diplomatic Body has protested against the law and the Chinese Government has made efforts to meet some of the objections. For example, it is engaging a foreign expert to be attached to the Trade Marks Bureau in Peking, and it has extended the period for registration by six months. The Chinese Government represents that much of the opposition to the law is due to misunderstanding. But while the British Chambers of Commerce are still protesting and counselling abstention from registering British trade marks until they are satisfied with the law, and the provisions for its administration, it is now disclosed that many foreign firms have applied for registration, and something of a sensation appears to have been created by the fact that the British-American Tobacco Co. is among the number. The Peking Correspondent of the "Daily News" writes:

"It has been said that the action of the British-American Tobacco Company in applying for registration of their trade marks punctured foreign opposition to the new law, but it was evident from the list of applying firms that opposition was falling away long before the B.A.T. capitulated. It is true that as a result probably of the example afforded by the B.A.T. other British firms are coming to terms with the law; but foreign acquiescence in the statute was assured long ago, first by the Japanese, then by the Germans, followed by the nationals of the United States and other countries. British business is the last to capitulate, and even as yet the capitulation is not so extensive as has been reported. Up to June 15th, the date of publication of the eleventh number of the Trade Mark Bulletin, only 12 marks, all belonging to the B.A.T., had been registered and none was under examination. This does not mean that others had not been received, as applications are sometimes not even recorded as being under examination for about three months; but it proves that there has not been any rush on the part of British firms as is insinuated."

The Correspondent goes on to point out that while Britons have been protesting against the law, other nationals have been registering, "making little fuss and in some cases rendering half-hearted support to the anti-law demonstrations." It is emphasised however that Treaty rights are still the basic resort of the foreign firm; and that firms who register under the Chinese law stand to gain whatever protection such registration affords, but maintain nevertheless their claim on Treaty obligations. It may be so; but it is obvious that acceptance of the Chinese law makes it very much more difficult to enforce any claim the injured merchant may have under the Treaties. The fight against the law is ending in a fiasco, and the blame for this must be laid at the doors of the Diplomatic Body. Our contemporary the Peking and Tientsin Times has very succinctly summed up the matter in these terms:

"The Chinese Government, under the British, American and Japanese Commercial Treaties of 1902 and 1903, undertook certain definite obligations in respect of Trade Mark protection. These obligations and others arising out of previous Treaties were held to have been violated by the promulgation—and the provisions—of the new Trade Mark Law. The principal foreign interests in Shanghai and elsewhere were unanimous in their opposition to the Law in its present form, and they only required a definite lead from their Governments to refuse to comply with its provisions. Instead, they get neither lead nor definite advice. They were left for months on end in a state of uncertainty, and it was not altogether surprising in view of the unwillingness or inability of their Legations to vindicate their Treaty rights in other directions, that they lost confidence in the ability of their Governments to protect their interests if they refused to register."

This is not a situation from which either the Legations, the Chambers of Commerce, or the general body of foreign residents in China can derive any satisfaction, and perhaps, the least that is now said on the subject, the better.

A Chinese ship's boy committed suicide on the "Empress of Canada" during the voyage from Vancouver to Hongkong. The engagement is announced of Mr. H. U. Ireland, of Messrs. Butterfield & Swire, and Miss Elsie Mackintosh, of 1, St. John's Place. A school boy, named Chu Cha-pai, living at No. 115, Frayn East, was drowned whilst bathing on Saturday. His body has been since recovered.

Mr. Ku Hang Min, who is widely known as a scholar and who was recently erroneously reported to have passed away, celebrated his 68th birthday on June 29th.

H.M.S. "Chatham", under the command of the Hon. A. R. M. Ramsay, D.S.O., R.N., arrived in Singapore from Batavia a week ago. She is proceeding to Colombo.

The moulders' strike situation in Hongkong still remains unchanged. Most of the strikers have now left the Colony for Canton where they are being accommodated by the Engineers' Guild at Honam.

When Mr. H. Geary Gardner, manager of the Hongkong and Shanghai Bank, Penang, goes home on retirement at the end of July or beginning of August, he will be succeeded by Mr. E. E. Deacon, at present in charge of the branch in Kuala Lumpur.

A coolie was killed in the Bank of Canton building on Sunday as the result of an accident. He was engaged with others in moving a safe into an upper floor when he was crushed between the wall and the safe. Death was instantaneous.

A warning was received from the Manila Observatory yesterday morning of a cyclone or typhoon, N.E. Luzon, direction unknown. A telegram received in the afternoon gave the position of the typhoon as in about 120 deg. Long. E., 21 deg. Lat. N., direction unknown.

When a case was called at the Kowloon Magistracy yesterday in which Robert Browne, of 27, Nathan Road, Kowloon, was summoned for behaving in a noisy and disorderly manner when drunk, and damaging the front door belonging to the Hongkong and Kowloon Taxicab Co., defendant did not appear, and his bail in \$50 was returned.

Hui Hong, a house-boy, appeared before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, charged on remand with stealing a suit-case full of clothing from another house-boy. His Worship told the defendant that there was an element of doubt in his case, and he would receive the benefit of it. The defendant was discharged.

The death of Mr. Harry A. Irwin, a well-known American resident of Kobe is announced. Mr. Irwin was many years in Yokohama, where he was agent for a number of American firms, chiefly machinery-makers. After the earthquake Mr. Irwin went to Kobe, and had done his business there for some time. He married just a year ago a lady named Miss Helen Willis who came over from America. Mrs. Irwin will return by an early steamer and will take back the ashes.

A large number of people foregathered yesterday evening in Statue Square to hear the first of the open air concerts given by the Band of the 1st Battalion, the East Surrey Regiment, by permission of the Commanding Officer. The appreciation of the audience was an indication of the enjoyment which the concert will give to the residents of Hongkong and Kowloon during the forthcoming season. The next public performance will be given on the Children's Playing Ground at Chatham Road, Kowloon, on the evening of July 11th.

The master of a Chinese passenger boat was fined \$25 with the alternative of one month's imprisonment at the Marine Magistracy yesterday for mooring his boat to the side of the 5th int. According to the evidence of the Water Police Officer, the "Liu Chow" stopped in the Sulphur Channel to take the pilot on board. Two small boats were fastened alongside the pilot's and the defendant's. Passing Greek Island the defendant cut off. The Magistrate, in imposing the fine, described the offence as a serious one.

Mr. Henry Somerset Fitzroy, barrister-at-law of the Inner Temple, was yesterday morning admitted to practice in the Supreme Court of Hongkong. The Attorney-General (the Hon. Mr. J. H. Kemp, K.C.) in submitting the application to His Lordship the Chief Justice (Mr. Justice Gompertz) said that Mr. Fitzroy was called to the Bar of the Inner Temple on January 28th, 1910, and practised for some time after that. During the war Mr. Fitzroy served on the Admiralty War Staff Intelligence Division and later as Military Control Officer and as Vice-Consul at New York. The applicant's papers, the Attorney-General said, were in order. His Lordship said he has much pleasure in approving, admitting and enrolling Mr. Fitzroy.

One of Hongkong's old residents in the person of Mr. A. Antonio Cordeiro, passed away on Saturday. The deceased, who was 73 years of age, lived at Hart Avenue, Kowloon. Born in Menao, he came to Hongkong in his early youth and had lived here ever since. He was originally a clerk in the employ of Messrs. Russell & Co., the predecessors of the firm of Messrs. Sheewan, Tomes & Co., which firm he served for over 35 years, retiring on pension a few years ago. The late Mr. Cordeiro was a man of kindly disposition, and had a wide circle of friends. Amongst the wreaths laid on the deceased's grave were tributes from Mr. R. G. Sheewan, Mr. A. L. Shields, Mr. and Mrs. Fisher, Mr. and Mrs. Harris, Mr. and Mrs. Hodge, and many others.







Five Sturdy Bachelors decided to "Let the Rest of the World go 'Buy'"—then suddenly they found themselves buying Toys and Baby Clothes.

HOW COME?

SEE

## "DADDIES"

The Screen Version of JOHN HOBBS' Play  
made A Broadway Triumph by

DAVID BELASCO

featuring

MAE MARSH & HARRY MYERS

IN AN ALL-STAR CAST INCLUDING CLAUDE GILLINGWATER,  
CLAIRE ADAMS, WILLARD LOUIS AND GRAUFORD KENT.

A "JUST" MIXTURE OF THE ELEMENTS OF  
GOOD ENTERTAINMENT.

WORLD THEATRE

Commencing TO-MORROW till SATURDAY.

**Beecham's**

A good appetite comes only by having a good digestion, which can easily be obtained by using BEECHAM'S PILLS. They are a reliable remedy for the speedy relief of BILIOUSNESS, SICK HEADACHE, LASSITUDE, IMPAIRED DIGESTION, POOR APPETITE and all other troubles which arise from disordered liver or stomach. They cleanse the system, give tone to the digestive organs, and will restore you to sound and vigorous health.

**Pills**

**PARIS**  
**GARTERS**  
NO METAL CAN TOUCH YOU



ON SALE.

## THE DIRECTORY AND CHRONICLE

CHINA, JAPAN, BRITISH MALAYA, INDO-CHINA, SIAM,  
PHILIPPINES, NETHERLANDS INDIA, ETC.

1924

SIXTY-SECOND YEAR OF PUBLICATION.

IS NOW BEING ISSUED AND CONTAINS  
ALPHABETICAL LIST OF FOREIGN BUSINESSES, THEIR PERSONNEL AND AGENCIES.  
CLASSIFIED BUSINESS DIRECTORY OF THE CHIEF TRADE CENTRES  
ALPHABETICAL LIST OF FOREIGN RESIDENTS IN THE FAR EAST  
GOVERNMENT AND OFFICIAL DEPARTMENTS  
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Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

Sir, I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC." which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

The Managing-Editor,  
HONGKONG DAILY PRESS, LTD.,  
HONGKONG.

Yours faithfully,  
GODFREY THOMAS,  
(Private Secretary.)

## "OXFORD ACCENT" OR COCKNEY?

MR. GALSWORTHY ON  
"EXPRESSION."

Mr. John Galsworthy on May 30th delivered an address on "Expression" at Bedford College before the English Association, from the presidency of which he is retiring in favour of the Marquis Curzon of Kedleston. The incorporation of slang words into the language, he said, is, in reason, no bad thing. Slang is, at least, vigorous and apt. Probably most of our vital words were once slang: one by one timidly made sacrosanct in despite of ecclesiastical and other wrath. I am waiting to see the expression "rummy-too" canonised by Dean Inge, and gets my goat" academised by Professor Saintsbury.

Nothing is more willing to a writer attempting to introduce an odd lump of expression than to receive such a letter as this: "Dear Sir, I am a great admirer of your work, but will you please tell me what 'daverly' on page 233 of your last novel means? I cannot find it in the dictionary." The beauty of a slang word is that you need not put it in the dictionary; it cries its own meaning to its own muffin bell. And dare we condemn Cockney—a huge, whose waters, in Southern England, seem fast flooding in over the dykes of the so-called Oxford accent, and such other rural dialects as are left? There is perhaps no greater divider of society than the difference in *voice* expression. If the East-end on Hampstead Heath of a Bank Holiday pronounced its aitches and said "Bai Jove!" it is, in the matter of *voice*, on the other hand, the West-end dropped its aitches and said "Aow!" Look at the crows in the tryste: should we not be very near to a social millennium? Which of these two forms of English, cockney twang or the drawl of "cuhlah," is the more desirable as a national form of speech? The spirit of the age seems to favour cockney; and certainly it is glibber on the tongue. It is liked to regard the English language as still in the making, capable of new twists and bold captures; yet he thought our attitude towards it should have more reverence, that we should love our mother tongue as we love our country, and try to express ourselves with vigour, dignity, and grace.

Mr. Galsworthy presided in the evening at a dinner at which the English Association entertained Mr. William Archer and Mr. C. E. Montague at the Treaders Restaurant. Among those also present were the Master of the Temple, Sir Henry and Lady Stephens, Professor C. F. E. Spurgeon, Sir Israel and Lady Gollancz, and Mr. W. G. Rushbrooke. Proposing "Our Guests," Mr. Galsworthy said: "Critics are very like mosquitoes; they will have your blood. I know a lady who, after an operation, came to with the words 'I don't want to be a self-supporting, independent, economic agent; I want to be loved.' (Laughter.) The literary man comes to under the knives of the critics with the words 'I don't want to be double-barrelled, copper-plated literary artist, I want to be read.'"

Wales Beaten in Singing.  
UNGALLANT CONDUCT AT CRYSTAL PALACE.

Choirs from Wales and their supporters took defeat very badly at the Crystal Palace Imperial Eisteddfod, recently, a scene rare in choral competitions followed the adjudication of Sir Hugh Allen, who awarded chief honours to Yorkshire. There was some wonderfully good singing. It was a pity more people did not hear it. The quality amply compensated for the small number of entries. The preliminary tests in the afternoon passed off peacefully. Male voice choirs sang Elgar's Festing, I Watch, and Cyril Jenkins' Sea Fever.

## WALES BEATEN IN SINGING. UNGALLANT CONDUCT AT CRYSTAL PALACE.

In the evening mixed voice choirs sang Elgar's Go, Song of Mine, and Cyril Jenkins' Ode to the West Wind, and the male voice choirs sang Vaughan Williams arrangement of Down Among the Dead Men. In both cases the prizes went to Yorkshire, the Huddersfield Mixed Choir, and the Holme Valley Male Voice Choir, winning by a considerable number of marks in each case, and gaining prizes of £500 and £100 respectively, and championship cups. The Welsh singers and their friends did not relish the high praise given to the Yorkshire singers by Sir Hugh Allen, and his equally candid and outspoken criticism of some of the faults of interpretation of the two other choirs. Whether they had a just grievance or not, their way of showing resentment was inexcusable. They made an organised attempt to prevent the competitions from proceeding. They refused to take part in a performance of the pieces by the mixed choirs under Sir Hugh Allen, which was what many of those present specially wanted to hear. They would not desert when Mr. Buckland, the general manager of the Crystal Palace, appealed to them. It was not till the police appeared that order was restored.

The second and third prizes in the mixed voice contest were divided between Teorhy and Port Talbot; and there was a similar division in the case of the male voice choirs. London, Welsh and Westminster being equal. The ladies' choirs' championship and Daily Telegraph cup were won by the Maidstone Choral Union, under Mr. F. Wilson Parry, who beat Mr. William Turner's famous and generally invincible Nottingham Choir.

## POOR MISS 1924.

"It is enough to make one weep," said Dr. Ethel Bentham, Labour candidate for Islington, at a meeting at Highbury "to see the bulging, swollen ankles, the misshapen calves, and flattened toes of the high-heeled girl to-day. It is an exception to find an adult foot that is not more or less deformed."

## WEATHER REPORT

July 21st at 18.00—Pressure has decreased slightly at the majority of reporting stations. The depression remains over S.W. China, and the typhoon to the east of the Bashi Channel. The direction of motion of the latter is still uncertain.

Manila warning.—Typhoon in Lat. 21 deg. N. Long. 125 deg. E. direction unknown recd at 14.24.

Shanghai warning.—Typhoon of unknown intensity within 120 miles of Lat. 19 deg. N. Long. 120 deg. E. direction W.S.W. recd at 12.24.

Hongkong rainfall for the 24 hours ending at 19 hours, July 21st, 0.01 inch. Total since January 1st, 54.03 inches, against an average of 42.04 inches.

The forecast for the 24 hours ending at 19 hours, July 21st is as follows:—  
District Forecast

Formosa Channel ... N. winds, strong.  
Hongkong to Gap Rock ... S.E. winds, moderate, fair.

South coast of China between Hongkong and Lamoo ... do.  
South coast of China between Hongkong and Hainan ... do.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 21st.			
	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.82	29.80	29.76
Temperature	79	77	84
Humidity	89	91	75
Wind Direction	ESE	Calm	E
Force	+	0	3
Weather	or	0	0
Rain	0.02	0.00	0.00
Highest open-air temperature on 21st	85		
Lowest open-air temperature on 21st	78		

## HONGKONG TIDE TABLE.

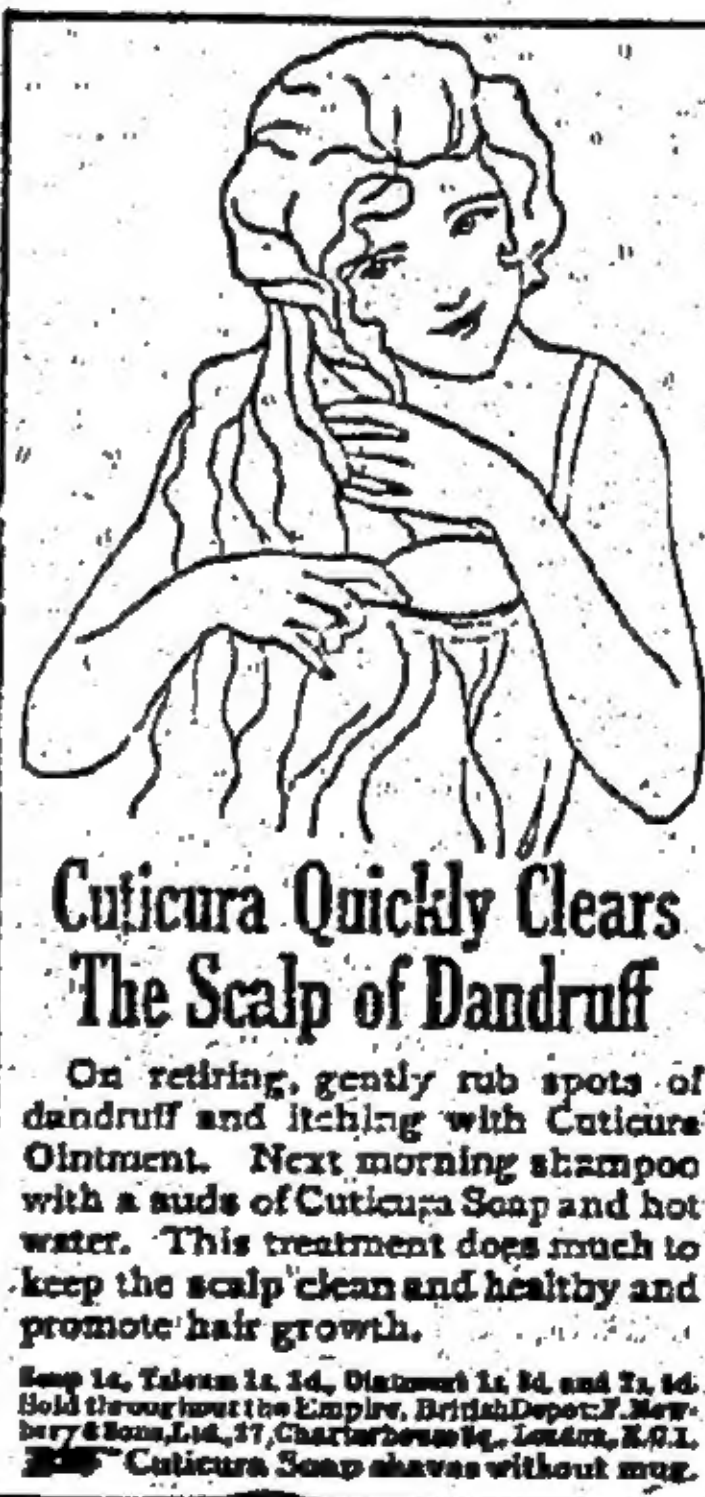
From July 23rd to 14th, 1924.

High Water.		Low Water.	
Days of Week	Days of Month	High Water	Low Water
Tues.	8	h. m. 1.55	ft. in. 4.4
Wed.	9	h. m. 2.46	ft. in. 6.5
Thurs.	10	h. m. 3.38	ft. in. 8.6
Fri.	11	h. m. 4.31	ft. in. 10.7
Satur.	12	h. m. 5.22	ft. in. 12.8
Sun.	13	h. m. 6.10	ft. in. 14.9
Mon.	14	h. m. 6.56	ft. in. 17.0

## BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Water levels in English Feet at 10 A.M.			
Place of Observation.	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	W.L. July 1924.
Wachow, W. River	Feet. +79.50	Feet. -1.43	Feet. +13.6
Kongmoon, W. River	+14.70	-0.80	+13.6
Shikongtow, N. River	+57.00	—	+18.5
Shichow, N. River	+25.81	—	+5.5
Samsan, N. River	+27.25	-6.00	+25.5
Shikong, E. River	+15.15	-0.08	+5.0

\* Falling. Engineer-in-Chief.



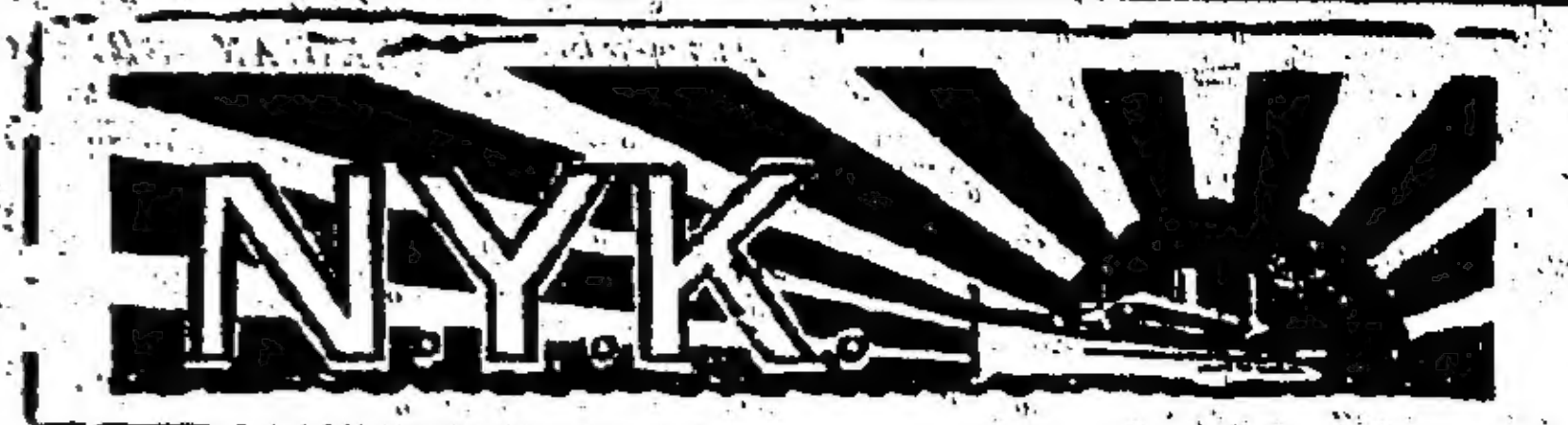
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## VESSELS EXPECTED.

Akita Maru (T.K.K.), due to-day.  
Awa Maru (N.Y.K.), due July 24th.  
Hoffman (Tampa), due July 20th.  
Memnon, due August 6th.  
Aki Maru (N.Y.K.), due July 16th.  
Garrypas (Blue Funnel), due July 31st.  
Heron Maru (N.Y.K.), due July 28th.  
Kikano Maru (N.Y.K.), due July 15th.  
Penang Maru (N.Y.K.), due to-day.  
President Adams (Dollar), due July 21st.  
President Garfield (Dollar), due August 4th.  
President McKinley (Admiral Oriental), due July 18th.  
President Pierce (P.M.), due July 18th.  
Selcor (Hugo Bosses), due July 16th.  
Soudan (P. & O.), due to-day.  
Tetrapar (Blue Funnel), due July 25th.  
Trotter (Blue Funnel), due July 25th.  
Wakasa Maru (N.Y.K.), due July 18th.



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IYO MARU ... Saturday, 19th July, at 11 a.m.

YOKOHAMA MARU ... Saturday, 20th Aug.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

FUSHIMI MARU ... Wednesday, 16th July, at 11 a.m.

HAZAKI MARU ... Wednesday, 30th July

HAMBURG via LONDON & ROTTERDAM.

DURBAN MARU ... Monday, 18th Aug.

LIVERPOOL via MARSEILLES & VALENCIA.

GENOA MARU ... Wednesday, 9th July

SYDNEY & MELBOURNE via Manila, &c.

YOSHINO MARU ... Wednesday, 16th July, at 11 a.m.

AKI MARU ... Wednesday, 13th Aug.

NEW YORK & BOSTON via PANAMA.

TAKETOYO MARU ... Monday, 4th Aug.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU ... Thursday, 28th Aug.

BOMBAY via Singapore & Colombo.

AWA MARU ... Thursday, 10th July

MOHIOKA MARU ... Tuesday, 29th July

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU ... Wednesday, 9th July

MOJI MARU ... Friday, 18th July

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 17th July

SHANGHAI, KOBE & YOKOHAMA.

AKITA MARU (Omitting Shanghai) ... Thursday, 10th July

WAKASA MARU ... Tuesday, 18th July

KITANO MARU ... Wednesday, 16th July

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Further Sailing Expected on or about Will leave home-ward-bound on or about

M/S. "Andam" ... 2nd August ... 7th August

M/S. "Australia" ... 4th September ... 7th September

M/S. "Java" ... 20th ... 9th October

M/S. "Asia" ... 10th October ...

M/S. "Chile" ... 8th November ...

M/S. "Africa" ... 10th December ...

M/S. "Malaya" ...

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## SHIPPING NEWS

## ARRIVALS.

July 28th.

*Shikoku Maru*, Japanese str., 1,302 tons. Capt. H. Furukawa, from Keelung and Swatow, with a cargo of coal, lying at buoy No. 830—V.R.K.

*Jagan*, British str., 2,337 tons. Capt. A. Munro, from Kobe and Amoy, with a general cargo, lying at buoy No. 825—Mackinnon, Mackenzie & Co.

*Lim Chau*, French str., 1,416 tons. Capt. J. Prats, from Pakhoi, with a general cargo, lying at buoy No. 828—Sing Kee.

*Mohun*, Chilean str., 761 tons. Capt. T. W. Spence, from Haiphong, with a cargo of cement, lying at Kowloon wharf—Nim Lee & Co.

*Shanku Maru*, Japanese str., 3,027 tons. Capt. G. Fujita, from Moji, with a general cargo, lying at Kowloon wharf—O.S.K.

*Tacoma Maru*, Japanese str., 3,850 tons. Capt. K. Tashiro, from Nagasaki, with a general cargo, lying at Kowloon wharf—O.S.K.

*Taiyuan*, British str., 1,040 tons. Capt. H. E. Hamilton, from Melbourne and Manila, with a general cargo, lying at Laichikok—B. & S.

*Tientsin*, British str., 1,227 tons. Capt. C. H. Jones, from Shanghai and Swatow, with a general cargo, lying at buoy No. 138—B. & S.

July 27th.

*Amazone*, French str., 2,419 tons. Capt. M. Bruneyre, from Marseilles and Saigon, the latter port she left on July 2nd, with a general cargo, lying at buoy No. 810—M.M.

*Empress of Canada*, British str., 12,817 tons. Capt. S. Robinson, C.B.E., R.N.R., from Vancouver and Shanghai, the latter port she left on July 4th, with a general cargo, lying at buoy No. 81—C.P.S.

*Hekkon*, Norwegian str., 1,191 tons. Capt. H. Johannessen, from Bangkok, with a general cargo, lying at buoy No. 818—Thompson & Co.

*Hanching*, Chinese str., 1,235 tons. Capt. J. Sun, from Shanghai and Amoy, with a general cargo, lying at C.M.S.N. Co. wharf—C.M.S.N. Co.

*India Arrow*, American str., 5,176 tons. Capt. S. C. Hosen, from San Francisco, with kerosene oil, lying at Laichikok—Standard Oil Co.

*Puting Maru*, Japanese str., 1,334 tons. Capt. R. Nagayama, from Shanghai and Swatow, with a general cargo, lying at buoy No. 144—N.Y.K.

*Tramontana*, Norwegian str., 1,577 tons. Capt. H. Jensen, from Saigon, with a cargo of rice, lying at buoy No. 819—Karlson Layton.

*Shangyong*, Chinese str., 1,551 tons. Capt. D. Brath, from Chefoo, with a general cargo, lying at buoy No. 835—Leong Hing Kee.

*Sunkyo*, British str., 1,550 tons. Capt. E. Monkman, from Shanghai and Amoy, with a general cargo, lying at buoy No. 812—B. & S.

*Tedamu*, British str., 1,332 tons. Capt. W. Boswick, from Liverpool, which port she left on May 30th, with a general cargo, lying at Holt's wharf—B. & S.

*Yanoo*, Chilean str., 684 tons. Capt. Kwok Shan, from Haiphong, with a general cargo, lying at C44—Yan Woo S.S. Co.

*Yue Ying*, British str., 816 tons. Capt. G. Masson, from Haiphong, with a general cargo, lying at buoy No. 822—Cheung Yue S.S. Co.

## CLEARANCES.

July 28th.

*Angers*, for Saigon.

*Perse*, for Canton.

*Kongkwa Maru*, for Taitai Bay.

*Lushan Maru*, for Canton.

*Suawing*, for Swatow.

July 27th.

*Amazone*, for Shanghai.

*Arabia Maru*, for Shanghai.

*Hafhor*, for Bangkok.

*Huying*, for Swatow.

*Hekkon*, for Swatow.

*Hok Koon*, for Kwang Chow Wan.

*Hok Koon*, for Canton.

*Hong Hwa*, for Swatow.

*Hanching*, for Swatow.

*Huying*, for Swatow.

*India Arrow*, for Swatow.

*Puting Maru*, for Canton.

*Philippines*, for Miki.

*Pouder*, for Kwang Chow Wan.

*Pranto*, for Manila.

*Shikoku Maru*, for Canton.

*Sunkyo*, for Amoy.

*Tedamu*, for Shanghai.

*Tientsin*, for Canton.

*Tung Maru*, for Kowloon.

*West Idip*, for San Francisco.

*West Mountman*, for Manila.

*Yajun Maru*, for Tsingtau.

## PASSENGERS.

ARRIVALS.

Per M.M. *Amazone*, on July 27th:—Mr. Loughead, Consul and Mme. Yves de Courthoul and two children. Mr. Prusmior, Mr. A. Frigerio, Mr. Annibal Frigerio, Mr. and Mrs. Ko and two babies, Mr. Sien, Lieut. and Mrs. Yeron, Capt. and Mrs. Dor and two children, Mr. and Mrs. Fischer, Mr. Dufour, Mr. L. Grasset, Mr. de Quet, Mr. Drolet, Mr. Vallat, Mr. Vi Khai, Mr. and Mrs. Ch. Dailey, Mr. and Mrs. Friedmann, Mr. J. Artus, Mr. L. P. Peillon, Mr. Le Bras, Mr. Bougers, Mr. Maricou, Mr. Joshi Hori, Mr. G. Gibson, Mr. and Mrs. J. Segand, Mr. and Mrs. Launay C. et Suzanne, Mr. and Mrs. Bellande and child, Mr. and Mrs. Gardier, Mr. Nougaret, Mr. Tomatsu Suzuki, and Mrs. Le Gal et Crenau.

Per R.M.S. *Empress of Canada*, on July 27th:—Miss H. T. Argent, Mr. G. Archur, Mr. M. Aitykine, Mr. C. H. Benson, Mrs. Bailey, Mr. and Mrs. Chik Woon, Mr. T. V. Chang, Mr. H. Chasen, Monte M. M. de Barleita, Mr. B. A. Doran, Mr. E. Des Vaux, Mr. G. Dun, Mr. D. H. Carr, Mr. R. W. Gregg, Mr. W. L. Gurnard, Mrs. S. L. Gillard, Mr. and Mrs. F. W. Huss, Mrs. K. S. Ho, Justice and Mrs. E. Johnson, Mr. M. Jonckes, Mr. A. Jay-Smith, Mr. B.

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
New York & Boston via PANAMA	Taketoyo Maru	Jap.	Nippon Yusen Kaisha	On 4th Aug.
New York & Boston	Galio Prince	Brit.	Princo Line	On 18th inst.
Boston & New York via Suez	Cyclone	Brit.	The Bank Line, Limited	On 11th inst.
SAN FRANCISCO via SHANGHAI & JAP. PORTS & H.L.O.	President Cleveland	Am.	Pacific Mail S.S. Co.	On 18th inst. 5 p.m.
SAN FRANCISCO, etc.	West Montop	Am.	Stratton & Barry	On 30th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, to	Siberia Maru	Jap.	Toyo Kisen Kaisha	On 12th inst.
VICTORIA & VANCOUVER, B.O. via SHANGHAI, etc.	Iyo Maru	Jap.	Canadian Pacific O.S. Ltd.	On 19th inst.
VICTORIA, SEATTLE & VANCOUVER via J. PORTS	Nippon Yusen Kaisha	Jap.	Nippon Yusen Kaisha	On 10th inst. 11 a.m.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Philippines	Brit.	Ozaka Seno Kaisha	On 8th inst.
SEATTLE & VANCOUVER	President Madison	Am.	Admiral Oriental Line	On 14th inst.
MAINE, LONDON & ANTWERP	Karunika	Brit.	P. & O. B. I. & A. L.	On 12th inst.
MARSHALLS, etc.	Porthos	Brit.	Messageries Maritimes	On 30th inst. Noon
MARSHALLS, etc.	Amazona	Brit.	Messageries Maritimes	On 3rd Aug.
MARSHALLS, LONDON, ANTWERP via SINGAPORE, etc.	Messageries Maritimes	Brit.	Messageries Maritimes	On 17th Aug.
MARSHALLS, LONDON, R. DAN & HAMBURG	Nippon Yusen Kaisha	Jap.	The Bank Line, Ltd.	On 18th inst.
GENOA, MARSHALLS, LIVERPOOL & GLASGOW	City of Tokio	Brit.	Batfield & Swire	On 13th inst.
LONDON, ROTTERDAM & HAMBURG	Pennins	Brit.	Batfield & Swire	On 13th inst.
LONDON, ROTTERDAM & HAMBURG	Atlas Maru	Jap.	Ozaka Seno Kaisha	On 9th inst.
LONDON, ROTTERDAM & HAMBURG	Carmanthenshire	Brit.	Jardine, Matheson & Co., Ltd.	On 10th inst.
AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN	Westerdyk	Dut.	Java-China-Japan-Lijn	On 13th inst.
ANTWERP, ROTTERDAM & HAMBURG	Emil Kirdorf	Ger.	Routier Broekmans & Co.	About 12th Aug.
BOEY via SINGAPORE & COLOMBO	Leisang	Jap.	Nippon Yusen Kaisha	On 10th inst.
STRAITS & CALCUTTA	Japan	Brit.	Jardine, Matheson & Co., Ltd.	On 14th inst. 3 p.m.
SINGAPORE, PENANG, COLOMBO, BOMBAY, etc.	Jeypore	Brit.	P. & O. B. I. & A. L.	On 9th inst. 1 p.m.
SINGAPORE, PENANG, COLOMBO, BOMBAY, etc.	Soula	Brit.	P. & O. B. I. & A. L.	On 27th inst.
SINGAPORE & BELLAWAY, etc.	Van Overstraten	Dut.	Java-China-Japan-Lijn	On 9th inst. Noon
BRINDISI, VENICE & TRIESTE	Nippon	Brit.	Dodwell & Co., Ltd.	On 8th inst.
WEDDING, CHIFFO & S. JERSEY	Chinkwa Maru	Jap.	Batfield & Swire	On 9th inst. 4 p.m.
HAIPHONG via HAINOW & PAKHOI	Takwa Maru	Jap.	Yamashita Kisen Kaisha	About 11th inst.
KEELUNG via SWATOW & AMOY	Hinang	Jap.	Jardine, Matheson & Co., Ltd.	About 18th inst.
SANDAKAN	Yoshino Maru	Jap.	Nippon Yusen Kaisha	On 15th inst. 1 p.m.
AUSTRALIAN PORTS via MANILA	St. Albans	Brit.	P. & O. B. I. & A. L.	On 18th inst. 11 a.m.
AUSTRALIAN PORTS	Taiwan	Brit.	Batfield & Swire	On 30th inst.
Kobe & Yokohama	Akita Maru	Jap.	Nippon Yusen Kaisha	On 11th inst. 4 p.m.
SHANGHAI via SWATOW	Loksan	Brit.	Jardine, Matheson & Co., Ltd.	On 13th inst. 10 a.m.
SHANGHAI, MOI & KORE	Manita	Brit.	P. & O. B. I. & A. L.	On 24th inst.
SHANGHAI, MOI & KORE	Devachia	Brit.	P. & O. B. I. & A. L.	On 11th inst. D.L.
SHANGHAI & KORE	Mirapore	Brit.	P. & O. B. I. & A. L.	On 15th inst.
SHANGHAI, YOKOHAMA & KORE	Brenta	Brit.	Dodwell & Co., Ltd.	About 20th inst.
AMOY & SHANGHAI	Tibolias	Dut.	Java-China-Japan-Lijn	On 9th inst.
MOI & KORE	Kestern	Brit.	P. & O. B. I. & A. L.	On 2nd Aug.
YOKOHAMA, KORE, NAGASAKI & SHANGHAI	Tarui	Brit.	P. & O. B. I. & A. L.	On 9th inst. D.L.
JAPAN PORTS	Isa de Panay	Span.	Botelhe Bros.	On 18th Aug.
TIENSTIN	Isa de Panay	Span.	Ozaka Seno Kaisha	On 14th inst.
BATAVIA	Chinkwa Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 10th inst. Noon
CALCUTTA, SINGAPORE & RANGOON	Tikangshing	Brit.	Java-China-Japan-Lijn	About 8th inst.
CALCUTTA via SINGAPORE, PENANG & RANGOON	Lake Fielding	Jap.	Pacific Mail S.S. Co.	On 26th inst.
HAIPHONG via HAINOW	Mingwan	Brit.	Jardine, Matheson & Co., Ltd.	On 14th inst. 3 p.m.
SWATOW & SINGAPORE	Kingman	Brit.	Batfield & Swire	On 13th inst. 8 a.m.
SWATOW & HAINOW	Kayong	Brit.	Batfield & Swire	On 14th inst. 2 p.m.
SWATOW, AMOY & FOCHOW	Hai-Ning	Brit.	Douglas Lapraik & Co.	On 8th inst. 5 p.m.
SWATOW, AMOY & FOCHOW	Hainong	Brit.	Douglas Lapraik & Co.	On 11th inst. 3 p.m.
MANILA	Empress of Canada	Brit.	Canadian Pacific O.S. Ltd.	On 19th inst.
MANILA	Yuewang	Brit.	Jardine, Matheson & Co., Ltd.	On 12th inst. 11 a.m.
MANILA, SINGAPORE, COLOMBO, etc.	President McKinley	Am.	Admiral Oriental Line	On 17th inst.
MANILA, ZAMBOANGA & CEBU	Isa de Panay	Span.	Botelhe Bros.	On 12th inst.
	West Jester	Brit.	Stratton & Barry	On 14th inst.

## CANADIAN PACIFIC

THE

## "EMPRESS OF CANADA"

WILL SAIL FROM

## HONGKONG

TO

## MANILA

5 P.M., THURSDAY, JULY 10th.

FROM

## HONGKONG

NOON, SATURDAY, JULY 19th.

## VANCOUVER

via Shanghai, Kobe &amp; Yokohama.

Passenger Department: Telephone C. 752. Cables: "GACANPAC."

Freight and Express: Telephone C. 42. Cables: "NAUTILUS."

## T. K. K.

THE PATHWAY OF THE SUN

"Via HONOLULU—The Paradise of the Pacific."

## REDUCED FARE TO EUROPE.

First class throughout £120. Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.

STEAMERS

SIBERIA MARU (calling at Keelung) 20,000 tons, July 12th.

TAIYO MARU 22,000 tons, July 25th.

KOREA MARU 22,000 tons, August 8th.

SHINTO MARU 22,000 tons, September 4th.

## HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HAWAII, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CAILLO, MOLLENDO, AICA AND IQUIQUE.

Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.

For full information regarding Passengers, Freight and Ballings, Apply to—

Agents at Canton: Messrs T. P. GRIFFITH

Y. TSUTSUMI, Manager, King's Building, Tel. Nos. C. 237 & 2375.

The M.M. s.s. *Andre Iehon*, which left Hongkong on May 25th, arrived at Marseilles on June 26th at 6 a.m.

The s.s. *Buron Ogley* (Rickmers Line) is expected to arrive from Hamburg and Antwerp on or about the 13th inst.

The s.s. *Tyndoreus* (Blue Funnel), from Pacific ports, left Miki on the 7th inst. for this port, and is due here on the 11th inst. at daylight. She will sail hence for Genoa, Marseilles, Liverpool and Glasgow, at noon, on the 13th.

## PACIFIC MAIL

## STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

## TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

## SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA &amp; HONOLULU.

S.S. "PRESIDENT CLEVELAND" July 18th, at 5 p.m.  
S.S. "PRESIDENT PIERCE" July 30th, at 5 p.m.

Sailing and Fares subject to Change Without Notice.

## LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO	DIRECT TRANS-CONTIN.	YOSEMITE
LOS ANGELES	ENTAIL RAILWAY AND	GRAND CANYON
SALT LAKE	ATLANTIC STEAMERS	FEATHER RIVER
CHICAGO		YELLOW STONE PARK
NEW YORK		NILGARA FALLS.

## HONGKONG—MANILA

S.S. "PRESIDENT PIERCE" July 30th, at Noon.

## HONGKONG—CALCUTTA

FREIGHT ONLY.

CALCUTTA via SINGAPORE, PENANG &amp; RANGOON.

S.S. "LAKE FIELDING" July 18th, 1924, at 6 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

## PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, HONGKONG.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3332. HOLTAK MASSEY &amp; CO., LTD.



## ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER  
THE NEW FAST AMERICAN STEAMERS TO  
SEATTLE & VICTORIA

SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT MADISON" July 14th.

"PRESIDENT MCKINLEY" July 28th.

"PRESIDENT JACKSON" Aug. 7th.

"PRESIDENT JEFFERSON" Aug. 19th.

"PRESIDENT GRANT" Aug. 31st.

## TO EUROPE—£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

## TO MANILA

"PRESIDENT MCKINLEY" July 17th.

"PRESIDENT JACKSON" July 29th.

"PRESIDENT JEFFERSON" Aug. 10th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.

For Passage and Freight Booking apply to

## ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building (Ground Floor).

Telephone: Central 2477 &amp; 2478. No. 4, Des Vaux Road.

## COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line.

[For] MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and OTHER SPANISH PORTS.

S.S. "ISLA DE PANAY" 12th July.

S.S. "LEGAZPI" 5th Sept.

S.S. "O. LOPEZ Y LOPEZ" 20th Oct.

S.S. "ISLA DE PANAY" 21st Dec.

For YOKOHAMA, KOBE, NAGASAKI, and SHANGHAI.

S.S. "LEGAZPI" 18th Aug.

S.S. "O. LOPEZ Y LOPEZ" 18th Aug.

S.S. "ISLA DE PANAY" 3rd Dec.

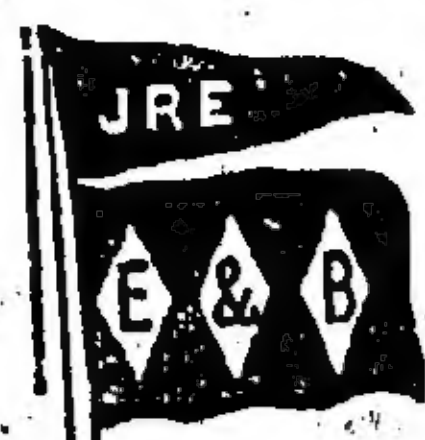
The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stevedores and Doctor carried.

For Freight and/or passage apply to—  
O. D. BARRETO, 23, Central Avenue, B.O. CASOS.

BOTELHO BROS. Alexandra Building, Hongkong.



ELLERMAN &  
BUCKNALL



STEAMSHIP  
COMPANY, LTD

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF TOKIO" ..... 13th July ..... Marseilles, London, Hamburg & Havre  
PASSENGER SERVICE.

"CITY OF LAHORE" ..... 20th Oct. .... Shanghai and Japan  
"CITY OF LAHORE" ..... 7th Dec. .... Marseilles, London, etc.

FARES TO LONDON.

SINGLE 1st Class "A" ... 2 3s. "B" ... 2 8s. 2nd Class "A" ... 1 8s. "B" ... 1 5s.  
RETURN "A" ... 4 1s. "B" ... 4 1s. "A" ... 3 10s. "B" ... 3 5s.  
Cargo Steamers, Saloon Passage 262.

For further particulars, apply to—  
THE BANK LINE, LTD.  
(Tel. Central 750).

HOLYOAK, MASSEY & Co., Ltd., CANTON.

## BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

QUEEN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CYCLOPS" ..... via Suez Canal ..... 11th July.  
S.S. "COLORADO" ..... via Suez Canal ..... 18th July.  
S.S. "TITAN" ..... via Suez Canal ..... 31st July.  
S.S. "CITY OF CHESTER" ..... via Suez Canal ..... 11th Aug.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON. (17)

## M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hkgs. and Sailings for S'hai and Japan	Probable Sailings from Hongkong for Marseilles
PORTHOS	—	—	30th July
AMAZONE	—	—	3rd Aug.
ANGKOR	19th June	21st July	17th Aug.
AZAY LE RIDEAU	3rd July	4th Aug.	31st Aug.
PAUL YECAT	17th July	18th Aug.	14th Sept.
ANDRE LEBON	31st July	1st Sept.	28th Sept.

### RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).  
A CLASS (1st Class) ..... 2 9s. 0d. B CLASS (1st Class) ..... 2 3s. 0d.  
STEAMERS (2nd) ..... 2 8s. 0d. STEAMERS (2nd) ..... 2 3s. 0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

" loading for HAYRE, ANTWERP

" loading for DUNKIRK about

" "YANG-TSE" from DUNKIRK, LONDON & HAYRE is due

to arrive about End July.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

8, Queen's Building.

CONSIGNATION—TRANSIT—REPRESENTATION.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HA-NING ... Capt. W. C. Passmore ... Tuesday, 5th July, at 5 p.m.  
HAIRONG ... Capt. Ellis Walker ... Friday, 11th July, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIR & CO.,  
General Manager.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "GAELIC PRINCE" ..... 18th July.  
S.S. "GOTHIC PRINCE" ..... 1st September.  
S.S. "SOUTHWESTERN MILLER" ..... 1st October.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165  
Telegrams: Furness

(Incorporated in Great Britain)  
5, George's Building

## P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).  
MAIL AND PASSENGER SERVICES  
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SOUDAN"	6,896	9th July, Noon	Spore, Penang, Colombo & B'way.
"KARMA"	6,896	12th July, Noon	Mars, L'Isle, & A'warp.
"MALWA"	10,911	23rd July	do.
"MIRZAPUR"	6,715	29th July	Spore, Penang, Colombo & B'way.
"DEVANHA"	6,092	5th Aug.	Mars, London & Antwerp.
"SICILIA"	6,813	22nd Aug.	Spore, Penang, Colombo & B'way.
"MANTUA"	10,902	23rd Aug.	Mars, L'Isle, & A'warp.
"NAOYA"	6,884	30th Aug.	do.
"SARDINIA"	6,884	4th Sept.	Spore, Penang, Colombo & B'way.
"KALYAN"	11,430	20th Sept.	Mars, L'Isle, & A'warp.
"KASAB-I-HIND"	6,896	2nd Oct.	Spore, Penang, Colombo & B'way.
"SOUDAN"	6,896	4th Oct.	Mars, L'Isle, & A'warp.
"KASHMIR"	10,911	18th Oct.	do.
"MOREA"	6,740	1st Nov.	do.
"MALWA"	10,941	18th Nov.	do.
"KARMA"	6,896	29th Nov.	do.
"MANTUA"	10,902	13th Dec.	do.
"KALYAN"	11,430	27th Dec.	do.
"MACEDONIA"	11,089	10th Jan., 1925	do.

### BRITISH INDIA-APCAR SAILINGS

"JAPAN"	6,092	9th July 1 p.m.	Singapore only
"TANDA"	6,896	28th July	Singapore, Penang & Calcutta
"TAKADA"	6,896	18th Aug.	do.
"TALMA"	10,000	29th Aug.	do.

### EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	30th July	Madras, Sandakan, Thursday
"EASTERN"	4,000	4th Aug.	Island, Comorins, Brisbane,
"AGAFURA"	6,000	1st Oct.	Sydney & Melbourne.

Frequent connections from Australia with the following—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver  
The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

### SAILINGS TO SHANGHAI AND JAPAN

"TANDA"	6,896	6th July, D.L.	Amoy, Moji & Kobe.
"DEVANHA"	6,092	11th July, D.L.	Shanghai, Moji & Kobe.
"MIRZAPUR"	6,715	15th July	Shanghai & Kobe.
"MANTUA"	10,902	23rd July	Shanghai, Moji & Kobe.
"SICILIA"	6,813	28th July	Shanghai.
"TAKADA"	6,896	28th July	Shanghai.
"NAOYA"	6,884	1st Aug.	Shanghai, Moji & Kobe.
"SARDINIA"	6,884	2nd Aug.	Moji & Kobe.
"KALYAN"	11,430	8th Aug.	Shanghai & Kobe.
"TALMA"	10,000	9th Aug.	Shanghai, Moji & Kobe.
"KASAB-I-HIND"	11,430	22nd Aug.	Shanghai, Moji & Kobe.
"KASHMIR"	6,896	5th Sept.	do.
"SOUDAN"	6,896	6th Sept.	Shanghai & Kobe.
"ARAFURA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASAB-I-HIND"	6,896	3rd Oct.	do.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"MALWA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"KARMA"	6,896	1st Nov.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	1st Nov.	Moji & Kobe.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"KALYAN"	11,430	29th Nov.	do.
"KASHMIR"	6,896	6th Dec.	Moji & Kobe.
"ARAFURA"	10,911	13th Dec.	Shanghai, Moji & Kobe.
"TALMA"	10,000	27th Dec.	do.
"MOREA"	6,740	10th Jan., 1925	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.  
All Cabins are fitted with Electric Fans free of charge.  
Parcels Measuring not more than 2 1/2 ft. x 1 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.  
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

12, Des Voeux Road Central, HONGKONG

## STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS

### EXPRESS FREIGHT SERVICE

TO SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE

U.S.S. "WEST MONTPELIER"	Due Hongkong 18th July
U.S.S. "WEST CAJON"	Leave Hongkong 20th July
U.S.S. "WEST CAJON"	Due Hongkong 22nd July
U.S.S. "WEST CAJON"	Leave Hongkong 24th July

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO SAN FRANCISCO ONLY (BY DIRECT ROUTE)

U.S.S. "WEST ISLE" ..... Due Hongkong 1st Port.

U.S.S. "WEST ISLE" ..... Leave Hongkong 7th July

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

TO MANILA, ILOILO, CEBU, ZAMBOANGA AND TABACCO

U.S.S. "WEST SEQUANA" ..... Due Hongkong 23rd July

U.S.S. "WEST SEQUANA" ..... Leave Hongkong 24th July

TO MANILA, ZAMBOANGA AND CEBU

U.S.S. "WEST JESTER" ..... Due Hongkong 14th July

U.S.S. "WEST JESTER" ..... Leave Hongkong 17th July

For Full Information, APPLY TO

STRUTHERS AND BARRY,

1st Floor, Queen's Building

Phone No. Central 3008

G. P. BRADFORD, Res. Agent.

JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.

## CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
HONGKONG, PAKHOI & HAIPHONG	"TAMING"	On 8th July, 10 a.m.
AMOY & SHANGHAI	"SINKING"	On 8th July, 2 p.m.
SWATOW & BANGKOK	"KAYING"	On 8th July, 4 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	"HUICHOW"	On 10th July, 2 p.m.
HOIHOW & SINGAPORE	"CHINHUA"	On 10th July, 4 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 10th July, 6 p.m.
SHANGHAI & TIENTSIN	"LUCHOW"	On 12th July, 2 p.m.
SWATOW & SHANGHAI	"SUICHOW"	On 12th July, 4 p.m.
AMOY & SHANGHAI	"YINGCHOW"	On 12th July, 6 p.m.
SWATOW & BANGKOK	"KUNGTAN"	On 14th July, 2 p.m.
SWATOW & SINGAPORE	"KUNGTAN"	On 14th July, 4 p.m.
SWATOW & SHANGHAI	"SEANTUNG"	On 14th July, 6 p.m.
AMOY, SWATOW & SINGAPORE	"KWEIYANG"	On 20th July, 2 p.m.
SWATOW & BANGKOK	"TEAN"	On 22nd July, 2 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	"KUEICHOW"	On 23rd July, 4 p.m.

SHANGHAI LINE—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fookow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong	Sails for Manila	Sails for S'hai, L'Isle & Aus. Ports
"TAIYUAN"	—	8th July	11th July, 4 p.m.
"CHANGSHA"	—	28th July	2nd August

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—

BUTTERFIELD & SWIRE,

Agents.

Telephone No. Central 38.

## DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "KENDAL CASTLE" ..... Sails about 12th Aug.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI:

S.S. "BRENTA"	.....	Sails about 30th July
S.S. "VENEZIA"	.....	Sails about 2nd August
S.S. "LACONIA"	.....	Sails about 16th August

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "NIPPON"	.....	Sails about 8th July
S.S. "GERANIA"	.....	Sails about 8th August
S.S. "ROSANDRA"	.....	Sails about 8th August
S.S. "BRENTA"	.....	Sails about 5th September
S.S. "VENEZIA"	.....	Sails about 8th September

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ..... Sails about 31st August.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030.

Agents.



## Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.  
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG

HAIPHONG FROM HONGKONG.

For CANTON

S.S. "CHUKWA MARU" ..... on or about 8th July

For HAIPHONG via Hoihow & Pakhoi

S.S. "CHUKWA MARU" ..... on or about 11th July

For KEELUNG via Swatow & Amoy

S.S. "TAKWA MARU" ..... on or about 10th July

For further particulars, please apply to—



## POST OFFICE NOTICE

## INWARD MAILS.

From	Per	Date
Aden...	Victoria Maru	8th July
Shanghai...	Soudan	8th July
Shanghai...	Indra	8th July
Europe via Suez (Letters & papers London 12th June & parcels 5th June)	Deranka	10th July
STRAITS	Hongkong	11th July
Manila	Pres. Madison	12th July
Manila	Emp. of Canada	14th July
JAPAN & SHANGHAI	Yoshino Maru	15th July
STRAITS	Fushimi Maru	15th July
U.S.A., CANADA, JAPAN AND SHANGHAI	Alamo Maru	16th July
AUSTRALIA & MANILA	Pres. McKinley	16th July
STRAITS	Acti Maru	16th July
U.S.A., HONOLULU, JAPAN AND SHANGHAI	Sombruncken	20th July
STRAITS	Pres. Adams	21st July
JAPAN AND SHANGHAI	Hakozaki Maru	28th July
	Hakozaki Maru	29th July

## OUTWARD MAILS.

For	Per	Date
Hongkong, Pakhoi and Haiphong	Tuning	Tuesday, 8th, 8.30 A.M.
Japan, Canada, U.S.A., Central & South America and via Victoria, H.C.—due Victoria, B.C., 31st July.	Philactes	Registration Letters 9.45 A.M. 10.30 A.M.
Hongkong	Sultan	9.30 A.M.
Amoy	Sikang	10.00 A.M.
Java via Batavia	Tikang	10.00 A.M.
Shanghai, and Europe via Siberia (Correspondence specially superimposed "Via Siberia" only.)	Teleman	10.30 A.M.
*Swatow, Amoy and Fuzhou	Kayang	1.00 P.M.
Singapore	Pongkong	3.30 P.M.
Swatow, Amoy and Fuzhou	Yin Yang	4.00 P.M.
Straits and Egypt	Pleasant	5.00 P.M.
Amoy and Japan	Tund	5.00 P.M.
Swatow	Kwongkong	Wednesday, 9th, 8.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa	Soudan	10.30 A.M.
Straits	Japan	11.30 A.M.
Wei Hai Wei	Hutchins	2.30 P.M.
Singapore	Thibet	2.30 P.M.
Pakhoi and Haiphong	Bufo Maru	5.00 P.M.
	Lincoln	5.00 P.M.
Hongkong	Chinhua	Thursday, 10th, 12.30 P.M.
Straits and Calcutta	Lai	1.00 P.M.
Manila	Emp. of Canada	3.30 P.M.
Shanghai and Japan	Deranka	5.00 P.M.
Manila, Sandakan, Australia & New Zealand via Thursday, 11th—due Thursday, 12th, about 24th July.	Tuym	Registration Letters 1.45 P.M. 2.30 P.M.
Swatow, Amoy and Fuzhou	Haitong	2.00 P.M.
Manila	Cyclops	2.00 P.M.
Hongkong and Haiphong	Hongkong	5.00 P.M.
Japan	Hongkong	5.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 10th Aug.	Kaimate	Parcels, 11th, 5.00 P.M. Saturday, 12th, 9.45 A.M. 10.30 A.M.
Manila	Yumang	10.00 A.M.
Shanghai, Japan, *Honolulu, *San Francisco—due San Francisco, Aug. 7th	Siberia Maru	11.00 A.M.
Shanghai	Luchow	2.30 P.M.
Manila	Tyndar	5.00 P.M.
Swatow, Amoy and Fuzhou	Katjo Maru	Sunday, 13th, 9.00 A.M. 9.00 P.M.
Shanghai, Japan, Canada, U.S.A., Central and South America and *EUROPE via VICTORIA—due Victoria, H.C., 2nd Aug.	Pres. Madison	Parcels, 13th, 5.00 P.M. Monday, 14th, Registration Letters 8.00 A.M. 8.30 A.M.
Sandakan	Hongkong	Tuesday, 15th, Noon
Manila Australia & New Zealand via Thursday, 15th—due Thursday, 16th, 27th July.	Yoshino Maru	Registration Letters 8.15 A.M. 9.00 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and EUROPE via Marseilles—due Marseilles, 17th Aug.	Fushimi Maru	Registration Letters 8.45 A.M. 9.30 A.M.

\*Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

## LONDON SERVICE

PHEMIUS	9th JULY	London, Rotterdam & Hamburg
ANCHISES	14th JULY	Marseilles, London & Rotterdam
RHEXENOR	28th JULY	Mars., L'don., Hull, R'dam. & Hamburg
TERRESIAS	11th AUG.	Mars., London, Rotterdam & Hamburg

## LIVERPOOL SERVICE

TYNDAREUS	13th JULY	Genoa, Marseilles, Liverpool & Glasgow
POLYPHEMUS	25th JULY	Genoa, Havre & Liverpool
IXION	18th AUG.	Genoa, Marseilles, Liverpool & Glasgow

## PACIFIC SERVICE

PHILOCTETES	8th JULY	Victoria, Seattle & Vancouver
TALTYBIUS	2nd AUG.	Victoria, Seattle & Vancouver

## NEW YORK SERVICE

CYCLOPS	11th JULY	Boston, N. York & Baltimore (via Suez)
TITAN	31st JULY	Boston & New York (via Suez)
BELLEROPHON	21st AUG.	Boston & New York (via Suez)

## PASSENGER SERVICE

TEIRESIAS	11th JULY	Shanghai
ANCHISES	14th JULY	Singapore, Marseilles & London
TEIRESIAS	11th AUG.	Singapore, Marseilles & London
SARPEDON	9th SEPT.	Singapore, Marseilles & London
PATROCLUS	21st OCT.	Singapore, Marseilles & London
MENTOR	17th NOV.	Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO BUTTERFIELD &amp; SWIRE AGENTS.

## COMMERCIAL.

## OPENING QUOTATIONS.

July 7th, 1924.

ON LONDON—	
Telegraphic Transfer	2/4 1/2
Bank Bills, on demand	2/4 1/2
Bank Bills, at 30 days' sight	2/4 1/2
Bank Bills, at 4 months' sight	2/4 1/2
Credits, at 4 months' sight	2/4 1/2
Documentary Bills, 4 months' sight	2/4 1/2
ON PARIS—	
Bank Bills, on demand	1/25
Credits, 4 months' sight	1/25
ON NEW YORK—	
Bank Bills, on demand	51 1/2
Credits, at 30 days' sight	53 1/2
ON HONGKONG—	
Telegraphic Transfer	168 1/2
Bank Bills, on demand	168 1/2
ON SHANGHAI—	
Bank Bills, at sight	100
Private, 30 days' sight	100
ON YOKOHAMA—	
On demand	100
ON MANILA—	
On demand	100
ON SINGAPORE—	
On demand	100
ON BATAVIA—	
On demand	100
ON HAIPHONG—	
On demand	100
ON SAIGON—	
On demand	100
ON BANGKOK—	
On demand	100
SOVEREIGN, Bank's Buying rate	8.17
Gold Leaf, 100 fine, per tael	49.30
Bar Silver, per oz	34 1/2

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital	\$50,000,000
Issued and Fully Paid-up	\$20,000,000
Reserve Funds	
Sterling	\$4,500,000
Silver	\$2,500,000
Reserve Liability of Proprietors	\$20,000,000

Committee of Directors:

W. L. PATTENSON, Esq., Chairman

H. P. WHITE, Esq., Deputy Chairman

B. D. F. BATH, Esq., J. A. THOMSON, Esq.

A. H. CAMPBELL, Esq., J. P. WARREN, Esq.

Hon. Mr. P. H. HOLYOAK, N. L. WATSON, Esq.

A. O. LAAG, Esq., G. M. YOUNG, Esq.

Chief Manager:

A. G. STEPHEN, Esq.

Manager: Hongkong—A. H. BARLOW, Esq.

Manager: Shanghai—G. H. STIL, Esq.

LONDON BANKERS:

WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY. FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 7th May, 1924. [27]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION:

A. H. BARLOW, Acting Chief Manager.

Hongkong, 5th May, 1924. [28]

## CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital	£2,500,000
Reserve Fund	£3,500,000
Reserve Liability of Proprietors	£3,000,000

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hongkong, April 8th, 1924. [31]

## THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINSEI)

Incorporated by Special Imperial Charter, 1896.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 42,500,000
Reserve Fund	Yen 12,500,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Manjo.

FORMOSA—Keelung, Kagi, Kavenko, Keelung, Makung, Nankai, Pusan, Shinkai, Tainan, Tainan, Takow, Tamsui, Toiyen, Aka.

CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Batavia, London, New York.

LONDON BANKERS:

LONDON COUNTRY WESTMINSTER AND PARK BANK

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

Z. YAMAMOTO, Manager.

Hongkong Branch, 4 Des Voeux Road, Hongkong, 23rd June, 1924.

## THE MERCHANT BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital	£3,000,000
Subscribed Capital	£1,500,000
Paid-up Capital	£1,000,000
Reserve Fund	£1,500,000

BANKERS:

THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok, Calcutta, Hongkong, Madras, Shanghai, Bombay, Hankow, New York, Simla, Calcutta, Rangoon, Penang, Singapore, Colombo, Karachi, Port Louis, Sourabaya, Delhi, Kota Bharu (Malaysia).

HONGKONG BRANCH:

Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts at 3 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

N. C. WILSON, Manager.

7, Queen's Road Central, Hongkong, February 11th, 1924. [30]

## BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 95 Boulevard Haussmann, Paris.

Subscribed Capital	Fr. 72,000,000.00
Paid-up Capital	Fr. 68,000,000.00
Reserve Fund	Fr. 50,867,223.54

BRANCHES:

Bangkok, Hongkong, Saigon, Batavia, Manjo, Shanghai, Canton, Nankai, Pusan, Singapore, Djibouti, Noumea, Tientsin, Haiphong, Peking, Tonkin, Hankow, Fook Poo, Yunnan, Fanchi.

BANKERS:

FRANCE—Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

ENGLAND—The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

NEW YORK—J. P. Morgan and Co. French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

A. LECOT, Manager.

Hongkong, 20th March 1924. [32]

## ART.



as applied to Cigarette manufacture is evident in the

## GOLDEN SPECIALS CIGARETTES.

All that is best goes into this brand.—It is in the broadest sense, an artistic production.

MADE IN ENGLAND.

The advertisement is printed by the Hongkong Daily Press, Ltd., at the Press.

## THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 10, Des Voeux Road Central, HONGKONG.

Authorized Capital	\$10,000,000.00
Paid-up Capital	\$5,000,000.00
Reserve Fund	\$5,000,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent.	Per annum.
For 6	4
For 12	5

KAN TONG PO, Chief Manager.

Hongkong, March 15th, 1924. [34]

## INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: York Building, Charter Road, Hongkong.

BRANCHES:

Shanghai—51, Kiangse Road.

Hankow—British Concession.

CORRESPONDENTS IN:

London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.

Attractive Rates for all kinds of Deposits. Enquiries are welcomed.

T. H. MAI, Manager.

## THE YOKOHAMA SPECIE BANK, LIMITED.

HEAD OFFICE: YOKOHAMA.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 72,000,000

BRANCHES AND AGENCIES AT:

Batavia, Kobe, Sourabaya, Bombay, London, Rangoon, Buenos Ayres, Lyons, San Francisco, Calcutta, Hongkong, Shanghai, Hankow, Canton, Peking, Tientsin, Harbin, New York, Yokohama, Kobe, Rangoon, Singapore, Penang, Malacca, Medan, Padang, Palembang, Pecalongan, Pontianak, Bangkok, Rotterdam, Samarang, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Tegay, Tientsin, and Watarredien.

HEAD OFFICE—PEKING.

HONGKONG BRANCH—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

LONDON BANKERS—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.

NEW YORK BANKERS—The First National Bank, The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for Home Exchange.

TSUYEE FUI, Manager.

Hongkong, September 8th, 1921. [38]

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

Every description of Banking and Exchange Business transacted.

A. LECOT, Manager.

Hongkong, 20th March 1924. [32]

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